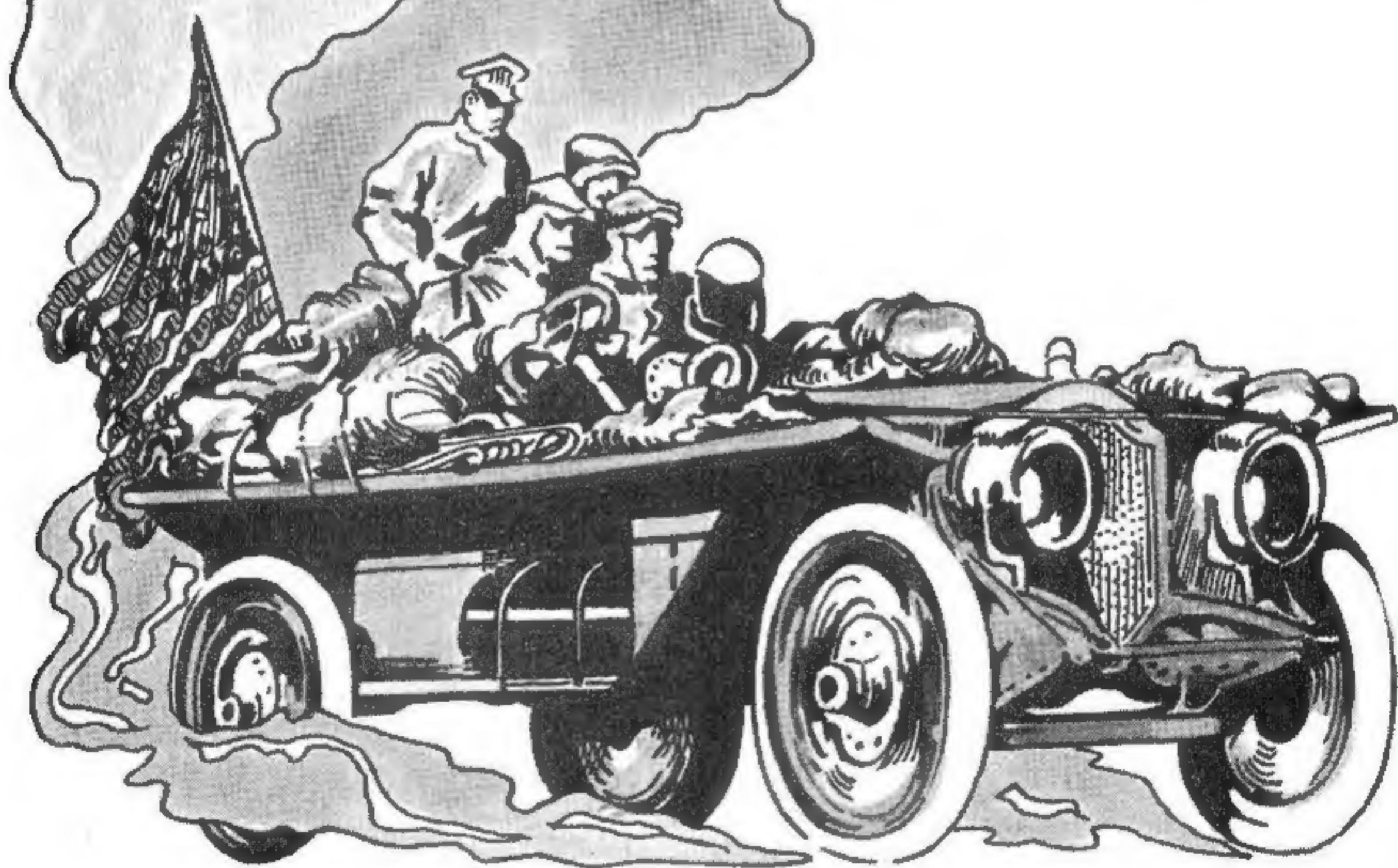


NEW YORK *to* PARIS 1908



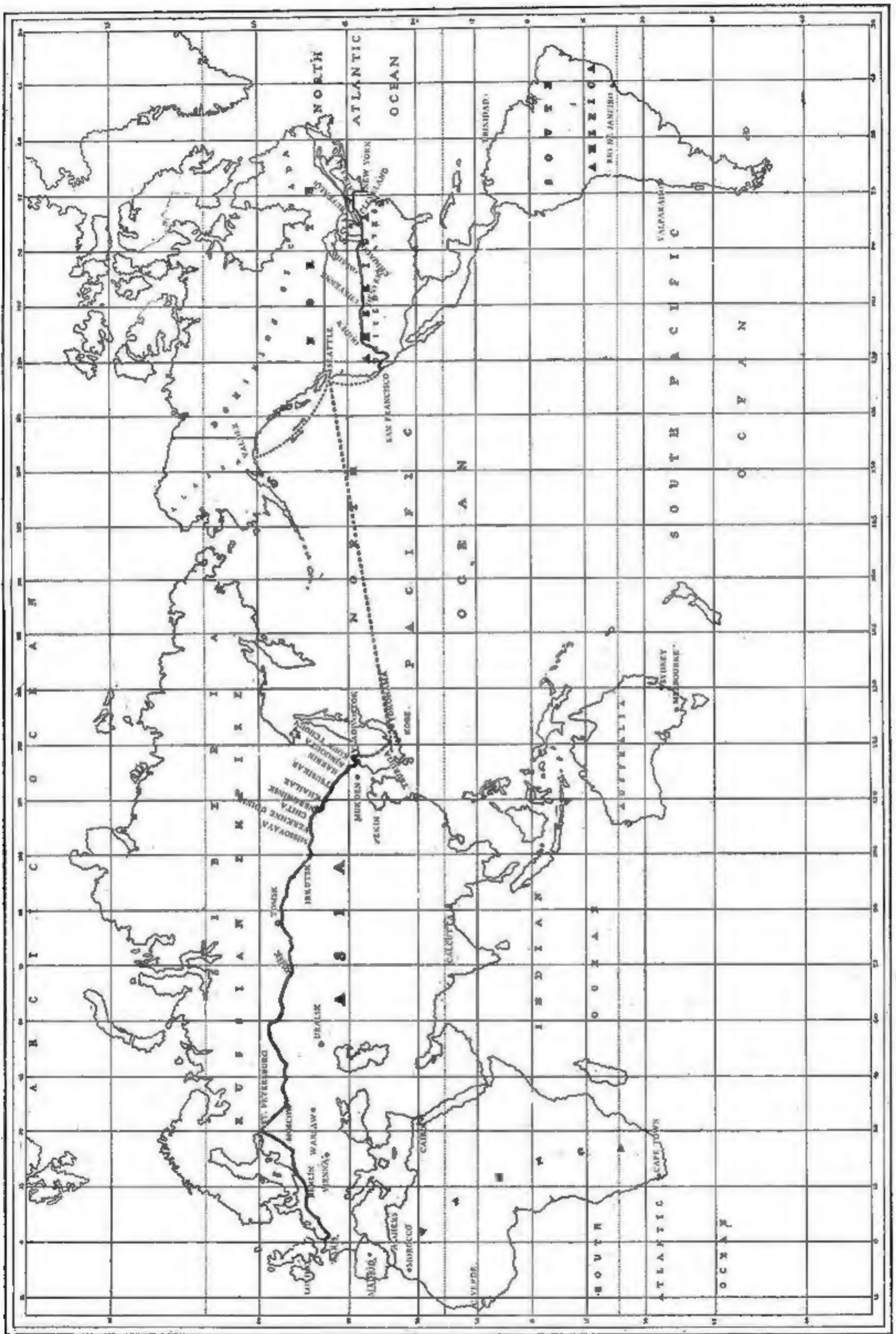
**The Thomas Flyer --
Champion Endurance Car
of the World**

This page is believed to have been blank in the original book published by Thomas in 1908.

The STORY *of* THE NEW YORK *to* PARIS RACE



This page is believed to have been blank in the original book published in 1908 by Thomas.



Map showing official route followed by the Thomas Flyer

This page is believed to have been blank in the original book published by Thomas in 1908.

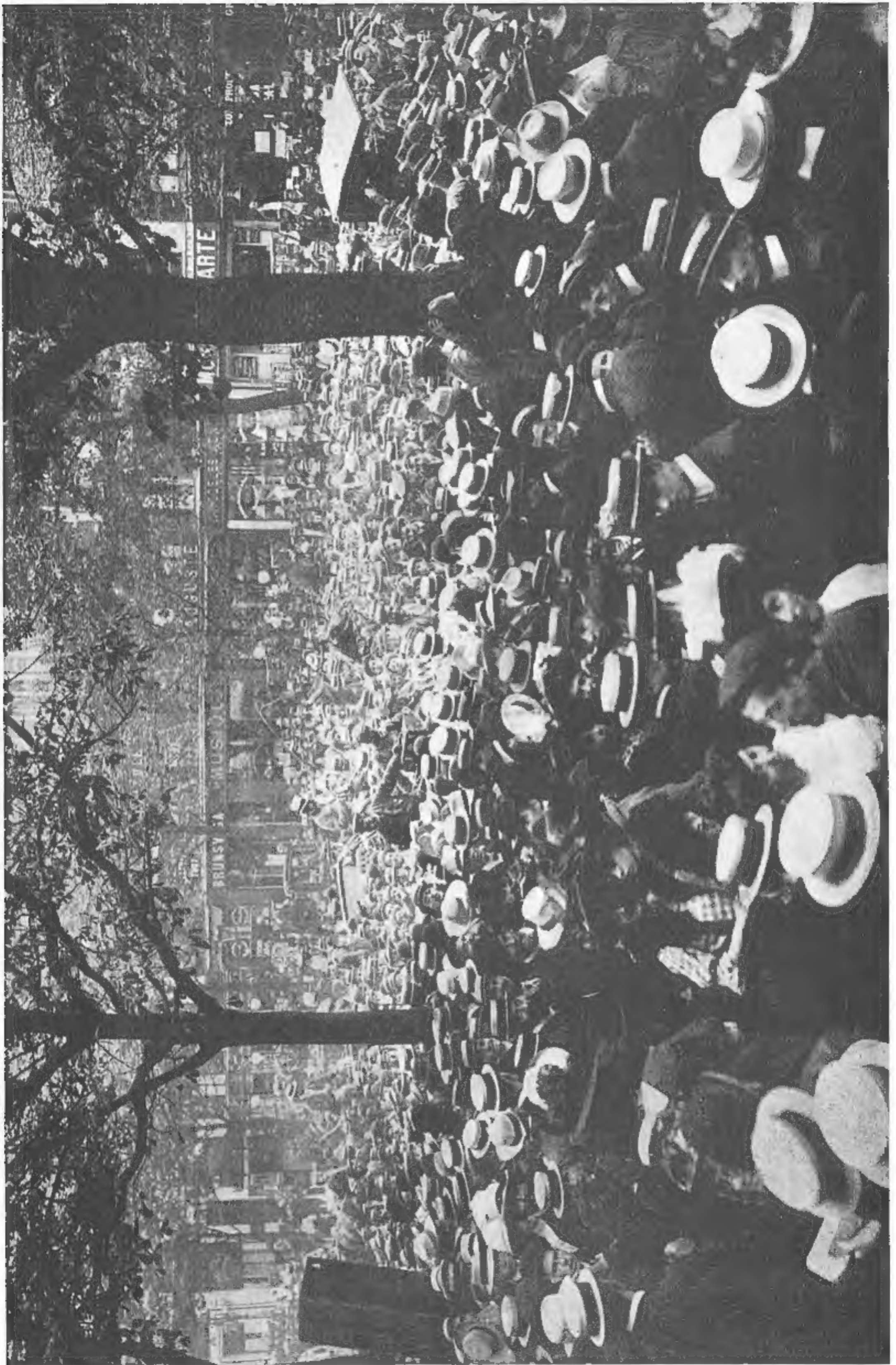


THE WINNING OF THE WORLD'S CHAMPIONSHIP

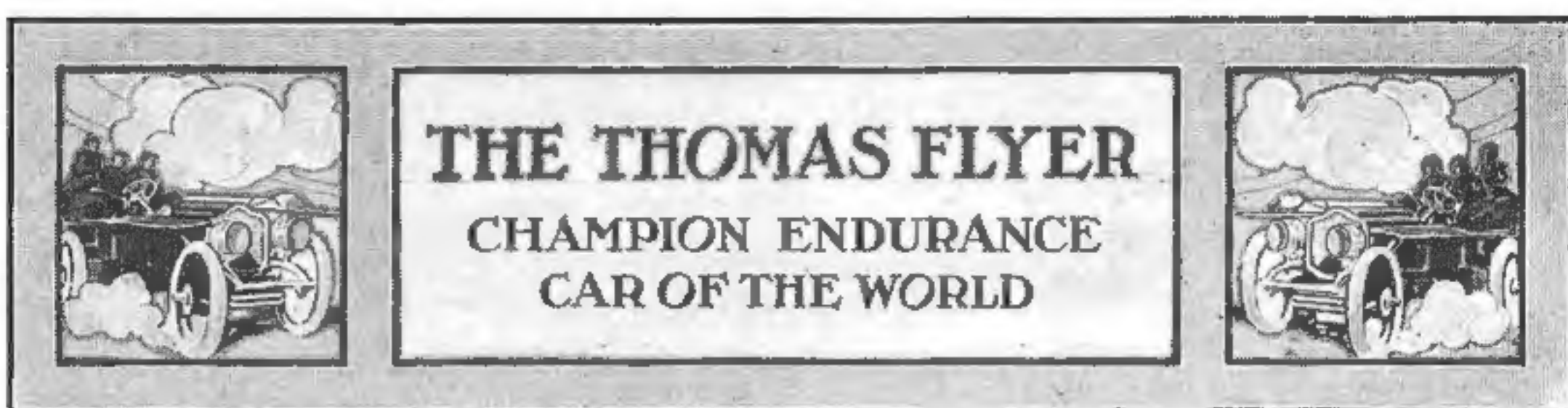


THE race as originally planned was to take the following route: From New York City to Albany, Buffalo, Cleveland, Toledo, Chicago, Omaha, Cheyenne, Granger, Ogden, Reno, Carson City, Goldfield, Crucero, Daggett, Mojave, Saugus, Santa Barbara, San Jose, and San Francisco, 4,300 miles; from San Francisco by ship to Valdez, Alaska, 2,200 miles; from Valdez, through Fairbanks, Tanana, Unalakleet, and Nome, 1,200 miles; from Nome to East Cape, Siberia, by boat, 150 miles; from East Cape through Nishne Kolymsk, Verchojansk, Yakutsk, Irkutsk, Moscow, St. Petersburg, Berlin, and Paris, 11,350 miles: a total distance of 19,200 miles.

This route was finally abandoned after the Thomas car had proven the impracticability of the trip through Alaska, and the following substituted: From Frisco on across Japan from Kobe to Tsuruga to Vladivostok, and by way of Harbin, Tschita, Irkutsk, Omsk, Tomsk, Tiumen, Ekaterinburg, Nijni-Novgorod, Moscow, St. Petersburg, Berlin to Paris, a total distance on land and water of about 21,000 miles, or 13,000 miles on land and 8,000 on water. The above figures being as the crow flies and did not include the numerous detours made necessary by misdirection and unforeseen obstacles.



The Finish. Arrival of Thomas car in Paris in front of Le Matin Office



FAR more remarkable than any of the stories told of the trip is the almost incredible performance of the Thomas Flyer itself, which was far beyond anything that was ever heard of or expected in a machine traveling under its own power.

First, and above all, it must be understood that the Thomas Flyer was an ordinary 4-cylinder 60-horsepower car taken from stock, such as we are shipping every day to customers, and was selected only six days before the start, while all the others were specially constructed for the contest.

The strangest, most wonderful, and most unexpected part of this wonderful journey is the absolute fact that from the time the car left Chicago on February 28th until its return to factory on September 29th, *none of the valves were ground or changed; not a spark-plug was changed; nor were the crank-shaft bearings changed or adjusted*, notwithstanding the fact that the car traveled 13,000 miles under its own power, of which 8,000 miles were on low gear, the motor revolving necessarily several times faster than on high gear, by reason of the ploughing through deep snows, mud, and swamps, plunging into gullies and jumping ditches, climbing mountains, fording streams, or bumping over crossties; and outside of replacing transmission

gears on account of the continuous running for such a long distance under such awful strains, the fact being that cars are seldom compelled to run on low gear more than a few hours, few repairs were necessary, and from the time of leaving Seattle until its return to Buffalo *the car was never in a repair shop, all repairs being made en route by Schuster and Miller.*

Repairs

On arriving in New York, without the slightest repairs, the bonnet was sealed by the Automobile Club of America and the car was run under a sealed bonnet for approximately 1,000 miles. On September 29, when the car was examined before an official of the Buffalo Automobile Club, appointed for the purpose, notwithstanding the fact that the motors, frames, bearings, and every other part of the mechanism had been subjected to many times the severest and most continuous strains to which an automobile is ever subjected, it was only necessary to repair a leak in the radiator, resurface the brake-bands, fit a new bushing for the fan-gear housing, a new internal gear and shaft for water-pump, new bearing-retainer washer for rear wheels, a few rivets, one new idler gear, one bolt, and one clutch-shaft to *restore the car to its previous perfect running condition.*

And this completes the most notable record ever made by any piece of machinery, fully proving the oft-repeated assertion that the *Thomas Flyer is the most reliable car in the world.*

The Record of the Thomas Flyer

22,000 miles (approximate distance) from New York to Paris. Elapsed time, 170 days. Total running time, 88 days. *Daily average, 152 miles per day.* Longest day's run 420 miles.

13,341 miles on land under its own power, and about 8,659 miles by water; traveling 2,385 more on land and 3,246 miles on water, a total of 5,031 miles more than its nearest competitor. The Thomas was the only car that complied with the rules and went the official route.

3,836 miles traveled from New York to San Francisco in the worst season of the year; the temperature frequently near zero; the roads covered with the deepest snows for miles or through the gumbo mud of the West, climbing snow-packed mountains, fording streams, or traversing sandy deserts.

Time—42 days; Zust, 53 days; De Dion, 56 days. The Protos, unable to proceed under its own power, shipped from Pocatello, Idaho, to Seattle, avoiding 1,100 miles of the worst roads on the American continent; announcing at Seattle that they would not continue as contestants. The Moto Bloc quit at Cedar Rapids, Iowa; the Sizaire-Naudin at Red Hook, New York.

4,400 miles from Seattle to Valdez and return by water; compelled to go to Alaska to comply with official route, but found it impracticable and returned. Other cars sailed from Vladivostok before our return, being seventeen days at Vladivostok for repairs and renewals.

4,285 miles from Seattle to Yokohama.

350 miles across Japan. The roads were so narrow on the mountains that only a few inches were left between the wheels and the precipices and mountain ravines, and the car had to be lifted around the curves at times.

8,280 miles from Vladivostok to Paris covered in forty-nine days, running time. Average daily running time 169 miles. At Vladivostok one of the competitors cornered all the gasoline, detaining the Thomas car three days—a striking contrast to the American sportsmanship as shown by the Thomas crew, which, as will be seen by the illustration, was detained quite a while pulling the Protos car out of the mud.

450 miles traveled on crossties between Vladivostok and Harbin, which were wide apart and unballasted, the car having to run fairly fast to keep the wheels from locking between the ties on the outside of each rail,—a most fearful bumping and jolting test to men and machines.

72 days in Trackless Siberia, carrying sometimes two barrels of oil in addition to load, which frequently exceeded 800 pounds. The roads of Siberia are too narrow for the tread and at no time was the car in the track. The privations were awful—poor food, no water, and only five nights in bed during the entire seventy-two days.



OF all the 250,000 persons who saw six cars start from New York City on Lincoln's Birthday on their trip around the world, barely a handful expected the cars to reach Paris. Those who knew the West in its winter mood declared the machines would not be able to cross this country. The larger undertaking of crossing Alaska and Northern Siberia few thought possible, but the achievement of the cars that have completed the race is sufficiently remarkable to be worthy of the highest admiration.

As an endurance contest, the New York-to-Paris race takes precedence over any event ever organized in the world. From the instant the cars started from Times Square until the finish, interest



Crowd at Times Square before the start

NEW YORK TO PARIS INTERNATIONAL RACE



The six contestants at the starting line

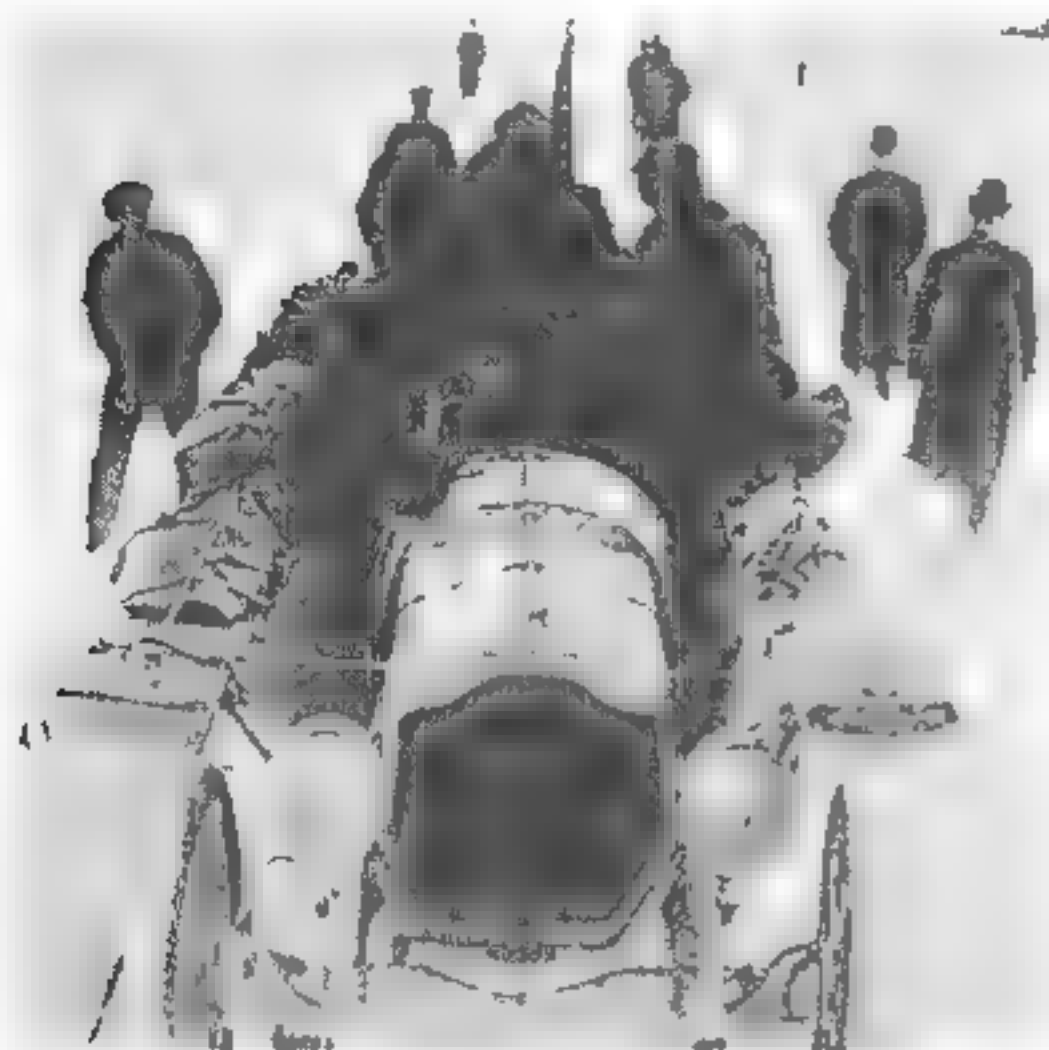
had been unflagging. The eyes of the world have followed the cars in their struggles with blizzards and sandstorms in the United States, in the unsuccessful attempt to penetrate Alaska, in their crossing of the Pacific, and the long remarkable contest through Asia and Europe.

At 10 a. m. on February 12, 1908, the contestants lined up in the parking space assigned them in Forty-third Street, between Broadway and Seventh Avenue, facing the north end of the Times building, ready for the start.

The contestants were: De Dion (French)—G. Bourcier de Saint Chaffray, Captain Hans Hansen, and M. Autran; Moto Bloc (French)—M. Godard, M. Hue, and M. Livier; Sizaire et Naudin (French)—August Pons, M. Deschamps, and M. Berthe; Zust (Italian)—Antoni Scarfoglio, Emilio Sartori, Henri Haaga; Protos (German)—Lieutenant Koeppen, Engineer Hans Knape, and Engineer Ernest Maas; Thomas (American)—George Schuster, Montague Roberts, and Correspondent Williams of the Times.



The contestants going up Broadway



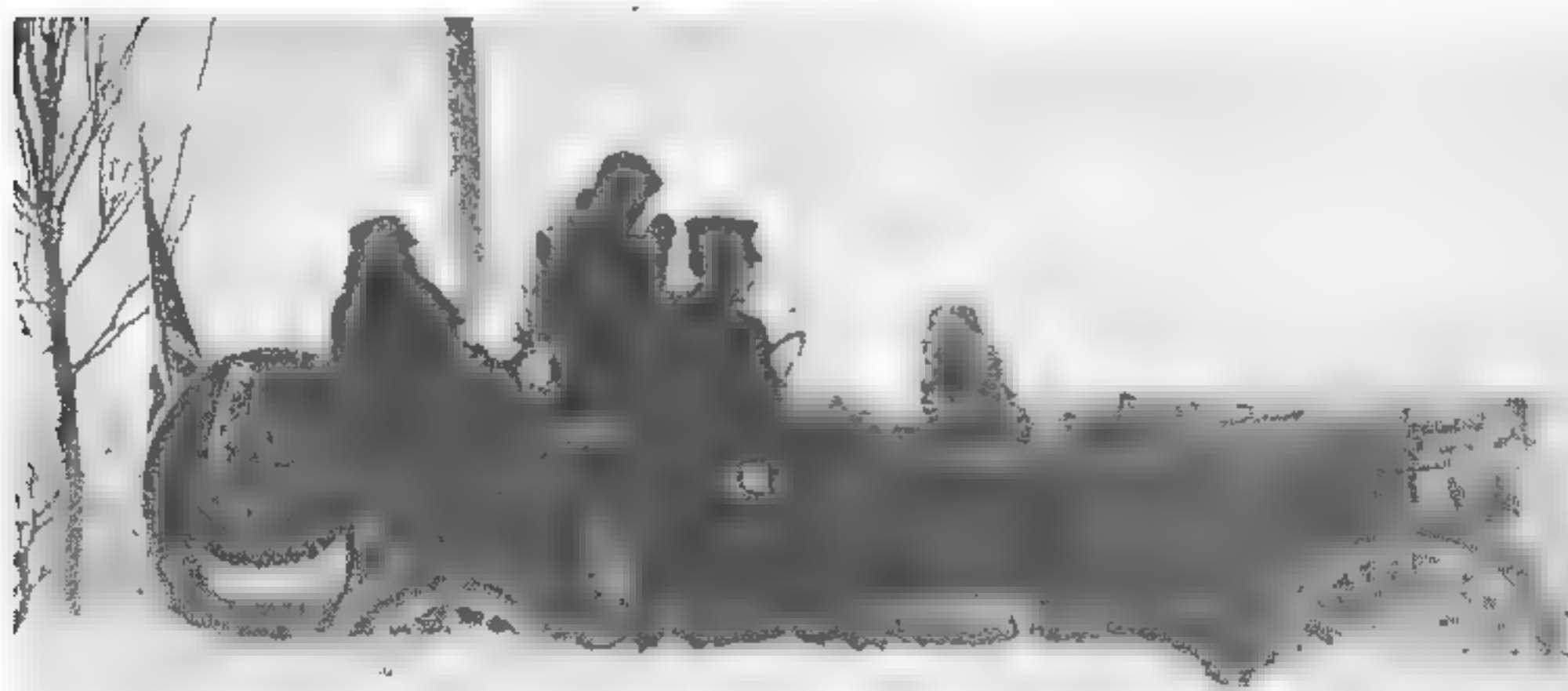
Through the snows of New York

Times Square was thronged with thousands of people bent on getting a glimpse of the men who were taking their lives in their hands in the undertaking and getting a look at the cars entered in the race. Their curiosity was in a measure satisfied, as several of the foreign cars maneuvered in and about Times Square.

There was much disappointment expressed at the non-appearance of the Thomas car, which arrived too late for exhibition. The hope of the American automobile industry, "a common stock car," selected six days before the race, absolutely without any mechanical changes, or preliminary tests, except such as all Thomas cars are subjected to, arrived in New York on the morning of the race.

Promptly at 11 a. m. the contestants started on their great race.

When the race started in New York it was looked upon as being more of an endurance contest to last over a 22,000-mile course under severe conditions than a speeding contest between New York and any given point, but through a series of misunderstandings the contest developed into a breakneck race to Chicago,



Road conditions the first day of the race

NEW YORK TO PARIS INTERNATIONAL RACE



Arrival at Hotel Iroquois, Buffalo

which the Thomas won, the Sizaire et Naudin dropping out at Red Hook, on the Hudson, through inability to replace a broken part in time to continue the race.

The progress of the cars through New York, Ohio, and Indiana to Chicago was a series of unheard-of experiences, bucking blizzards and other incidents of a character that were unexpected, but which repetition at various stages of the race caused the Thomas drivers to be more cautious—a caution which profited them to the extent that they won the race to Frisco.

Hardly had the six set out from New York City when they were caught in the grasp of a snowstorm which increased in violence as they moved farther West, until in Indiana it threatened to overwhelm them.



*Edwin Ross Thomas, Montague Roberts,
and George Schuster*



Snow-drifts in streets of Kendallville, Ind.

The Thomas, the Zust, and the De Dion took the lead at the start, while the Moto Bloc and Protos fell behind in the first day, and the little Sizaire-Naudin, the one-cylinder car, with its crew of two, found it impossible to traverse the Hudson Valley.

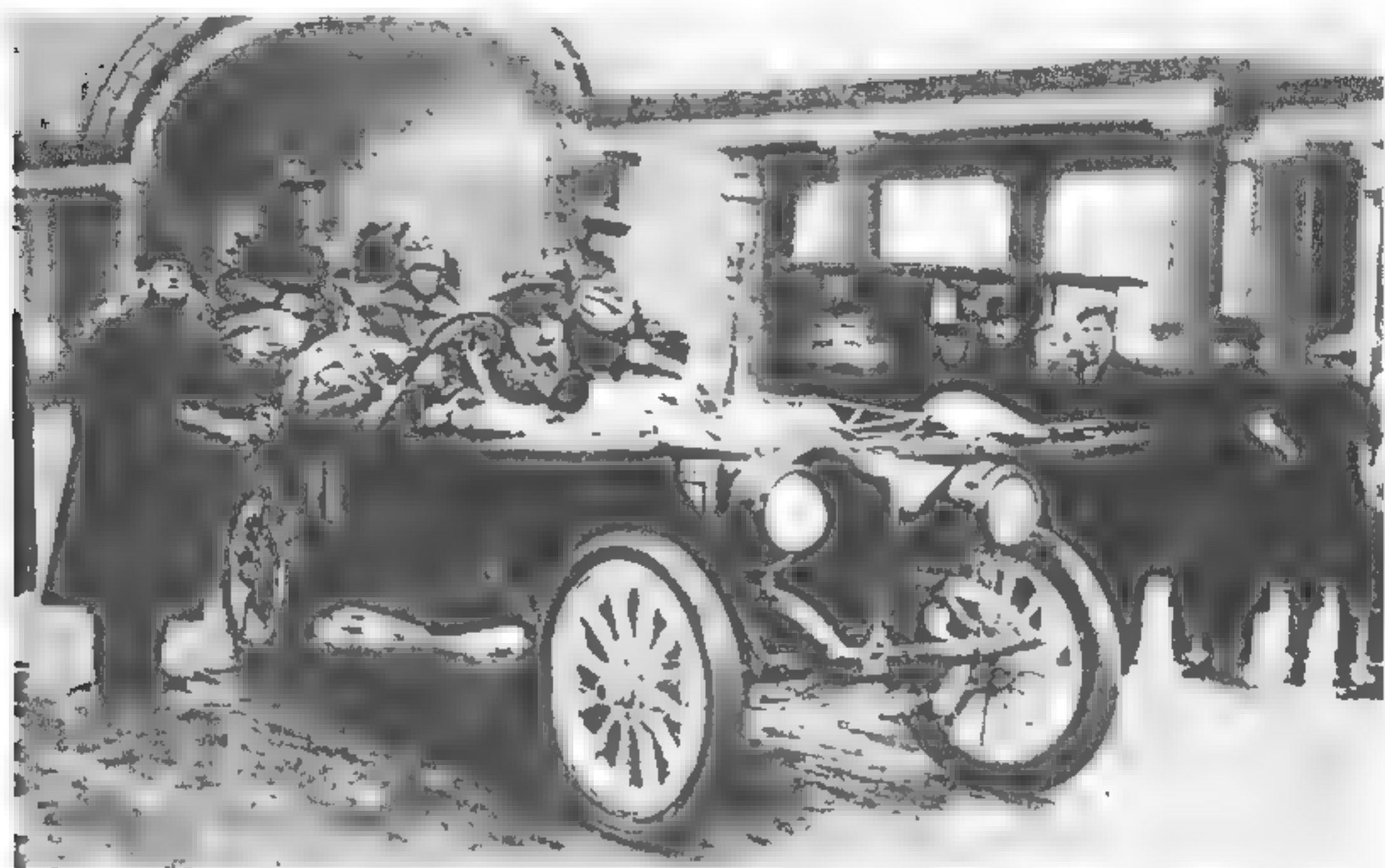
Arriving in Buffalo, George Miller from the Thomas factory was added to the crew and was with the car to the finish.

The Thomas went to the front at Erie, followed by the De Dion and Zust, who vied with each other for second place.

Leaving Toledo, the Thomas reached the famous snow-belt—220 miles had been made the previous day from Erie, Pennsylvania, to Toledo, Ohio—yet this day the crew arrived at Corunna, a distance of eighty miles, fagged out with battling with the immense snow-drifts encountered.



Between Goshen and South Bend over a trestle



Arrival South Shore Country Club, Chicago

Hotel accommodations not being available here, the crew decided to continue to Kendallville, a distance of seven miles, where they arrived at 9 o'clock the next morning—fourteen hours having been consumed in making this distance.

The same conditions prevailed until Chicago was reached, the Züst and De Dion arriving here one day later than the *Champion*—the Protos and Moto Bloc following three days behind.



Roads in Illinois after leaving Chicago

THE THOMAS—AMERICA'S CHAMPION IN THE



Arrival in Omaha

Leaving Chicago, conditions were somewhat changed in that they were leaving the Indiana snow-belt behind; but when nearing the Iowa State line, instead of snow they found mud hub deep. In the morning this would be frozen, and the car, plunging over the frozen ruts, which looked more like a plowed field than a road, was subjected to the most awful racking.



Through the mud of Nebraska

NEW YORK TO PARIS INTERNATIONAL RACE

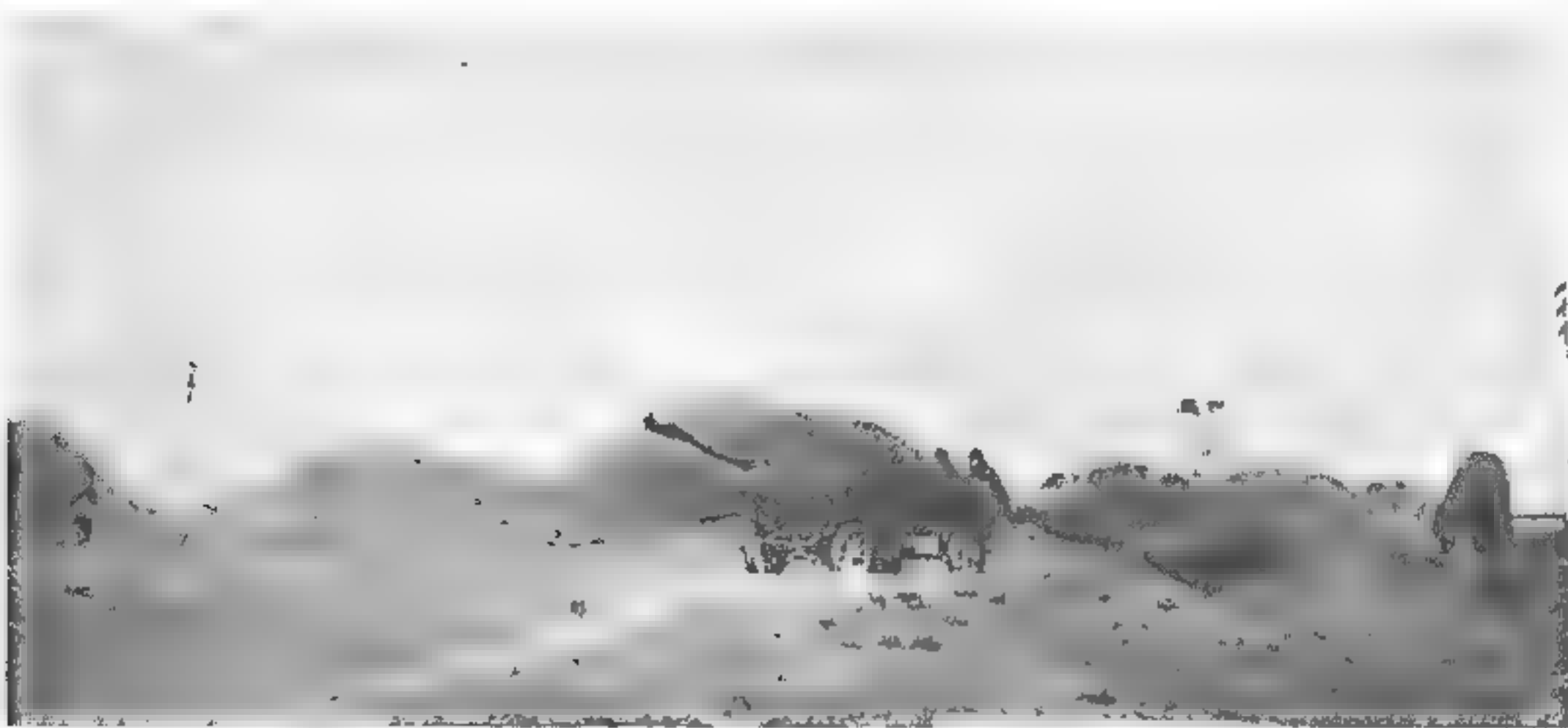


Roberts bidding Mathewson God-speed

Later in the day the sun would thaw out these roads, and in the evening on arriving at their night stop it would be necessary to wash away the tons of Iowa "gumbo" which had accumulated on the car, using a 2½-inch hose obtained from the village fire department.



All Cheyenne turned out



In the foot hills of the Rockies—between Cheyenne and Laramie

This was the condition over the entire state of Iowa and eastern part of Nebraska until reaching Columbus.

Weatherbeaten, chilled by the intense cold, Montague Roberts steered the Thomas car into Omaha—after hours of heart-breaking labor—three days ahead of the Zust and De Dion, establishing a record for men and machinery which will be hard to beat; the driver swearing the car would be driven to San Francisco in spite of the desires of the foreign cars to ship by train from a point to be reached by March 5th in time to embark on a steamer at Seattle which sailed on March 10th for Alaska, he claiming that a race was a race, not a railroad trip, and that they would adhere to the rules as laid down in New York City if they had to continue the trip alone.



Riding between the ties of the Union Pacific Railroad, Wyoming

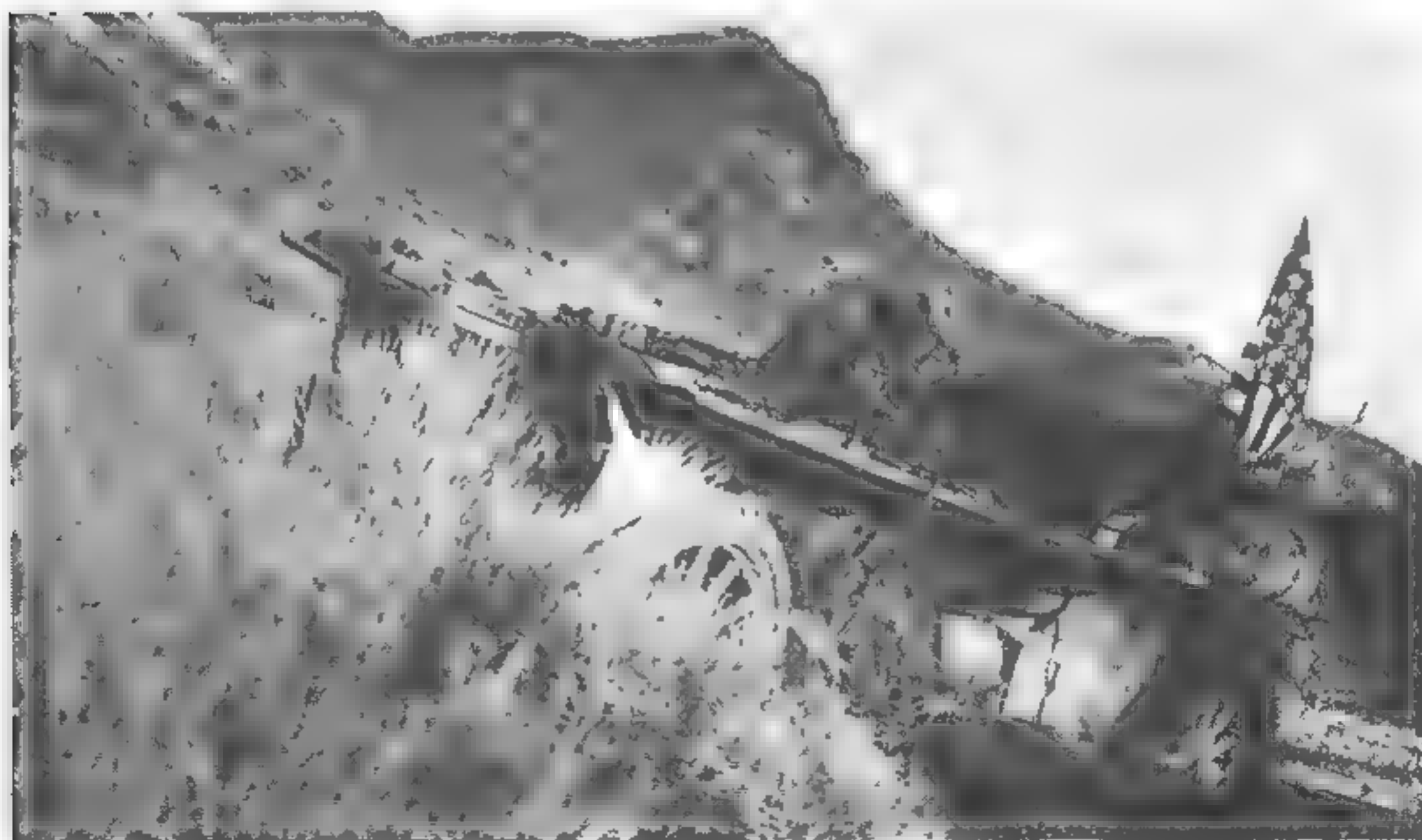
NEW YORK TO PARIS INTERNATIONAL RACE



A typical Wyoming town

From Omaha the cars continued on to Cheyenne, where Roberts turned over the machine to Linn Mathewson, who drove it on to Ogden, with George Schuster as his mechanic.

With a cavalcade of cowboys yelling like Comanche Indians, and 100 automobiles, the Thomas car crew was escorted into Cheyenne, where they were greeted by the entire population.



No roads in Wyoming

THE THOMAS—AMERICA'S CHAMPION IN THE



Snow and sage brush of Wyoming

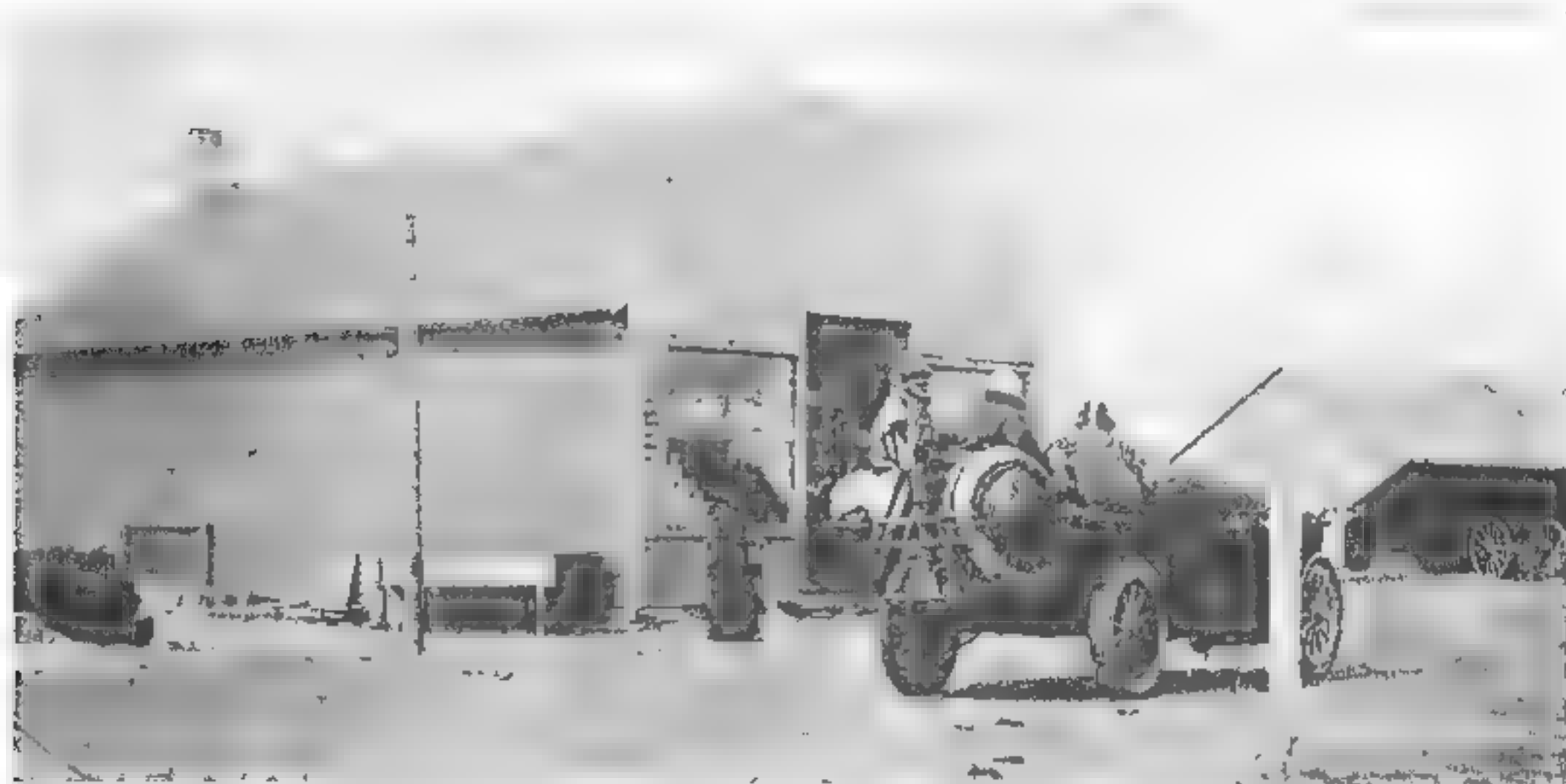
From Cheyenne, the Thomas car, piloted by Linn Mathewson, crossed the divide into Wyoming over some of the worst roads in the country, trying men and car to the utmost—the car being lowered down embankments, fording rivers, and arriving at Ogden, Utah, in first-class condition, where Linn Mathewson turned the car over to Harold Brinker with a clean lead of over four days on the other cars.

Leaving Ogden, the Thomas continued on to Frisco, going through unheard-of experiences in Death Valley and the sandy deserts of Nevada, arriving in San Francisco on March 24th, the



Nearing Ogden

NEW YORK TO PARIS INTERNATIONAL RACE



A typical Western store

forty-second day of the race, having run 3,832 miles, including a 900-mile detour to the south, since leaving New York, and beating the nearest of the other contestants into Frisco by twelve days, thus winning the cup offered by the New York Times for the first car to reach San Francisco.



Mathewson wishes Brinker a safe journey to San Francisco



Sand-storm encountered between Promontory and Lucin

The second car to give up the struggle was the French Moto Bloc. Half-way across Iowa the driver, M. Godard, found the hardships too severe for him, and shipped his car to San Francisco, disqualifying himself from the race, and leaving four to go on.

The Thomas left for Seattle on March 27th, sailing on the steamer City of Pueblo, where it embarked on the Santa Clara for Valdez, Alaska; George Schuster driving the car, with George Miller as mechanic, Captain Hans Hansen, the arctic explorer,



Mired near Montello

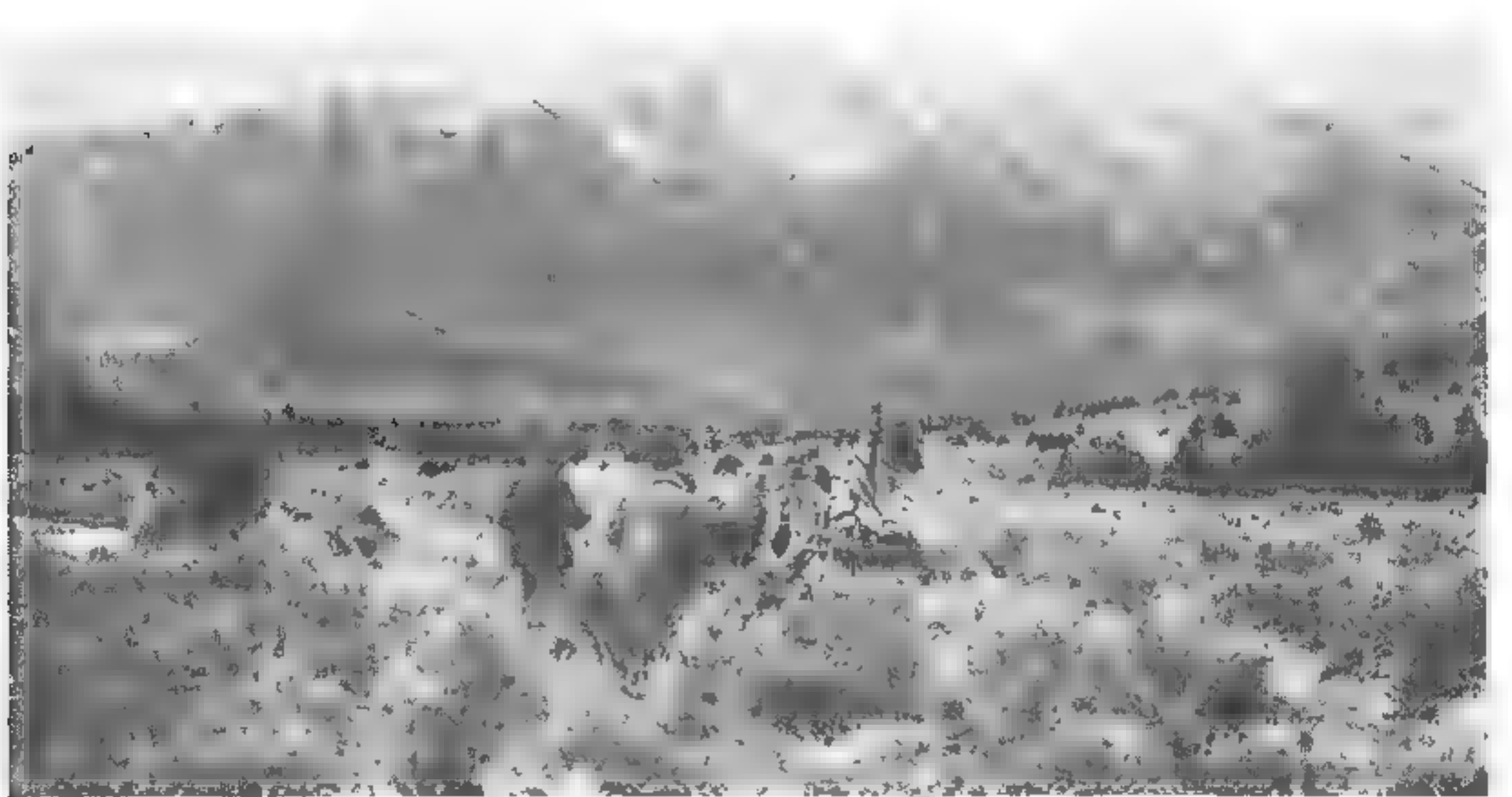


Captured by Indians at Cherry Creek, Nevada

and George McAdam, correspondent of the New York Times—all of whom were with the car to the finish in Paris.

The steamer, encountering head winds and storms, was delayed considerably, arriving in Valdez two days behind schedule time on April 8th.

The dock was black with people, all the city's 787 inhabitants being present to witness this unprecedented spectacle—the arrival of an automobile in Valdez.



Champion in sage brush— Currant Creek with mountains in the distance



Crossing quicksand stream, Twin Springs, Nevada

In the midst of the crowd, ranged in a circle, stood the band, a round dozen of brass instruments, two snare drums, and one bass drum. It was a home-made band—some of its members



Arriving at the Nevada Club, Tonopah

dance-hall musicians; others just plain amateurs. Their clothes showed that they had hurried from their various occupations to join in this clamorous pæan of welcome—some were in hip boots, others in slickers, butcher or baker aprons, and some in plain clothes. The band had not played together since the previous fourth of July. The whistle that was adding its shrieks to the din belonged to the steam laundry, and is the only steam whistle in town.

As the ship drew near the dock there were numerous cries of "There she is; there she is"; and for the first time in their lives many of the spectators, old folks as well as young, saw an automobile. The moment the ship was made fast, there was a general scrambling to get aboard, boys and men climbing over the ship's side, the women hurrying up the gangway.

Meanwhile, the car had been unloaded. The crew picturesquely grouped themselves aboard it. Schuster sounded the first "honk, honk" ever heard in Prince William Sound; the crowd opened right



New York Times Cup

Awarded to first car reaching San Francisco



The triumphal entry into San Francisco twelve days ahead of its nearest competitor



Citizens of Valdez welcoming Thomas car on its arrival in Alaska

and left; and amid as much enthusiasm as though the car were finishing winner of the race in Paris, the Thomas Flyer made 200 feet under its own power to the pier warehouse. There the car was left until further plans were decided upon.

The street leading to the hotel, like the main street upon which it faced, was snow-covered, a narrow sleigh track winding between long snow-drifts that varied in height from 3 to 12 feet.

Preceded by the band, and followed by a large escort of citizens, the crew marched up the street to the Seattle Hotel, where it was plentifully toasted.

Among others whom the autoists met was Dan Kennedy, who operates a line of stages over the trail between Valdez and Fairbanks. Kennedy's object was "business," but he began with this frank proposition:

"Let me drive you a short distance over the track. What

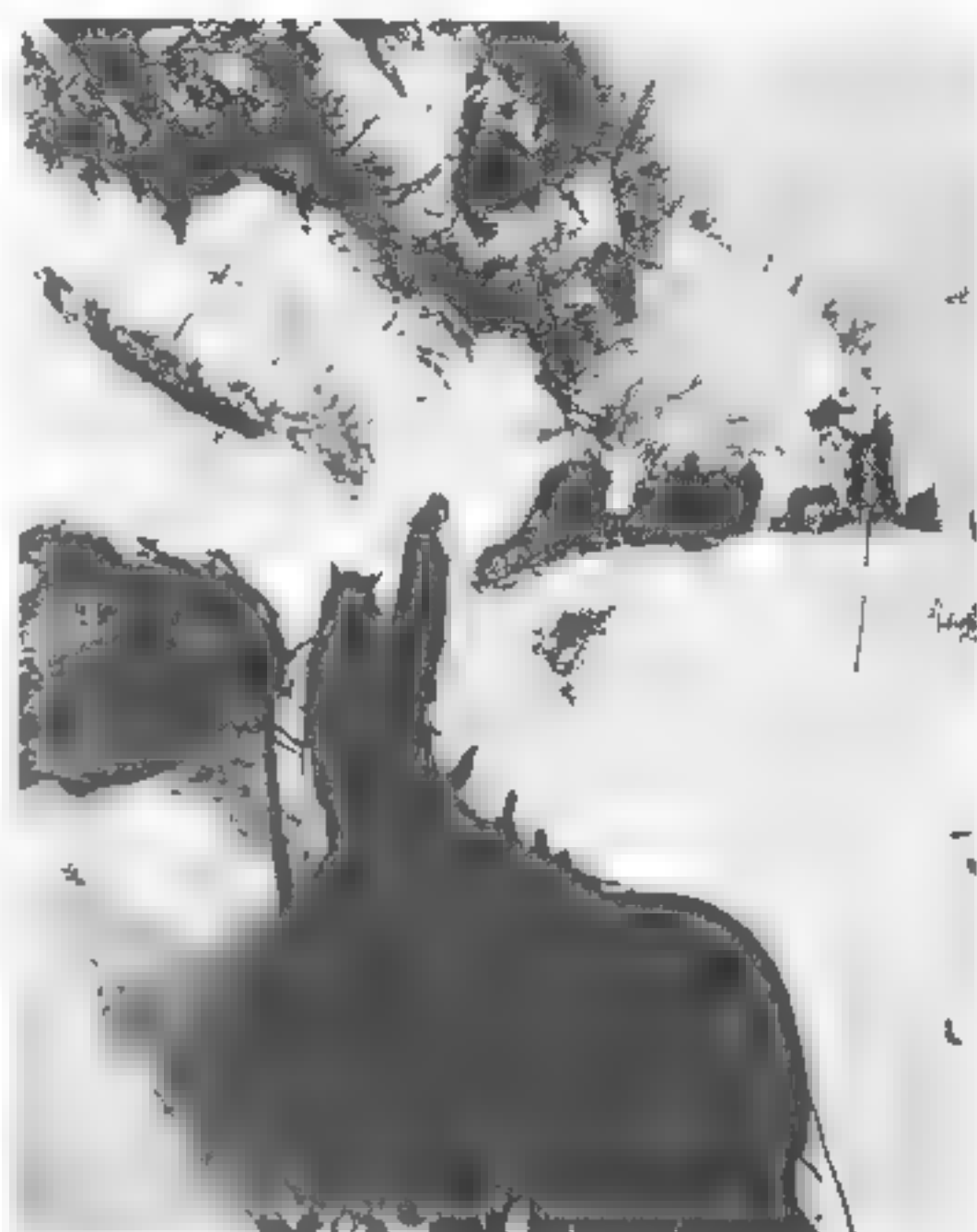


Conditions of the Valdez-Fairbanks trail

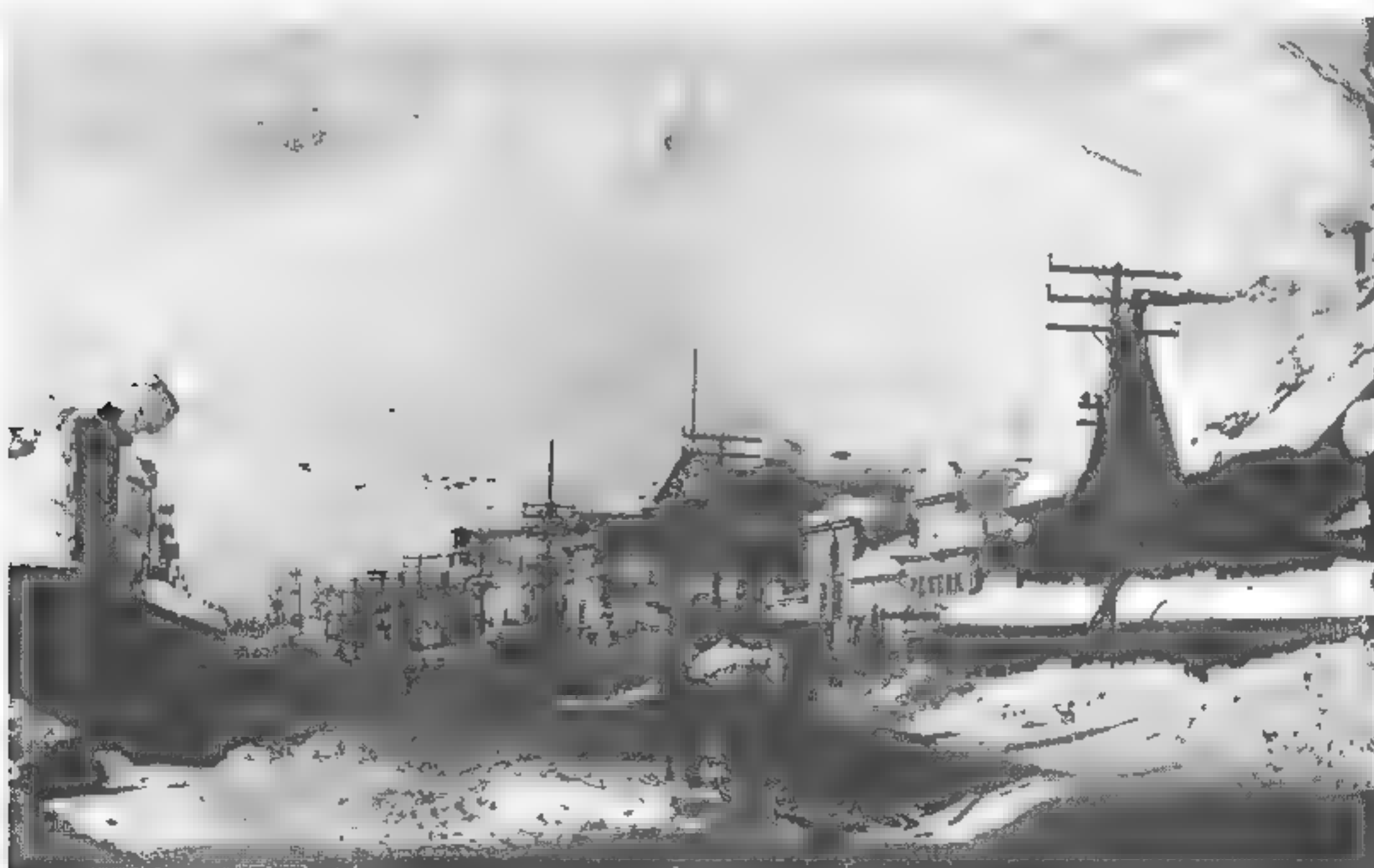
you will see there will be a fair sample of the trail into Teikhel, a distance of forty-eight miles. Beyond that, there are other and worse conditions that don't need to be spoken of now. If you think you can make this distance, we'll then talk of the other things. The little ride out in the sleigh this afternoon won't cost you anything."

Kennedy's offer was accepted, Schuster and Miller going in the sleigh.

After a hazardous trip over the trail, as far as it was possible to negotiate it with the aid of a horse and sleigh, Miller and Schuster were convinced that it was impossible for an automobile to navigate the trail for even a slight distance and therefore returned to Valdez.

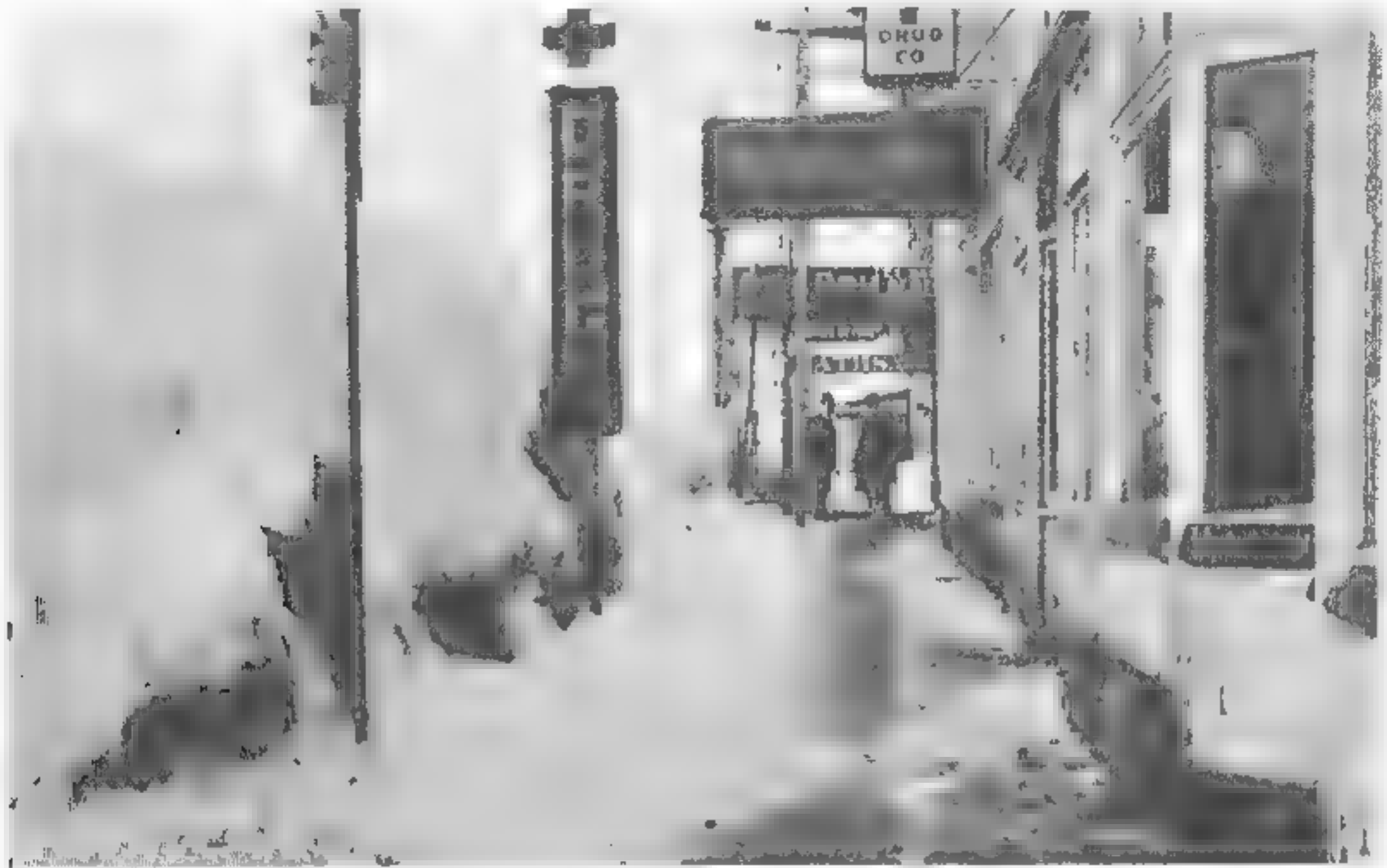


Trail along Icy Pass



McKinley Street, Valdez, Alaska—Mountain in background 5,000 feet

THE THOMAS—AMERICA'S CHAMPION IN THE



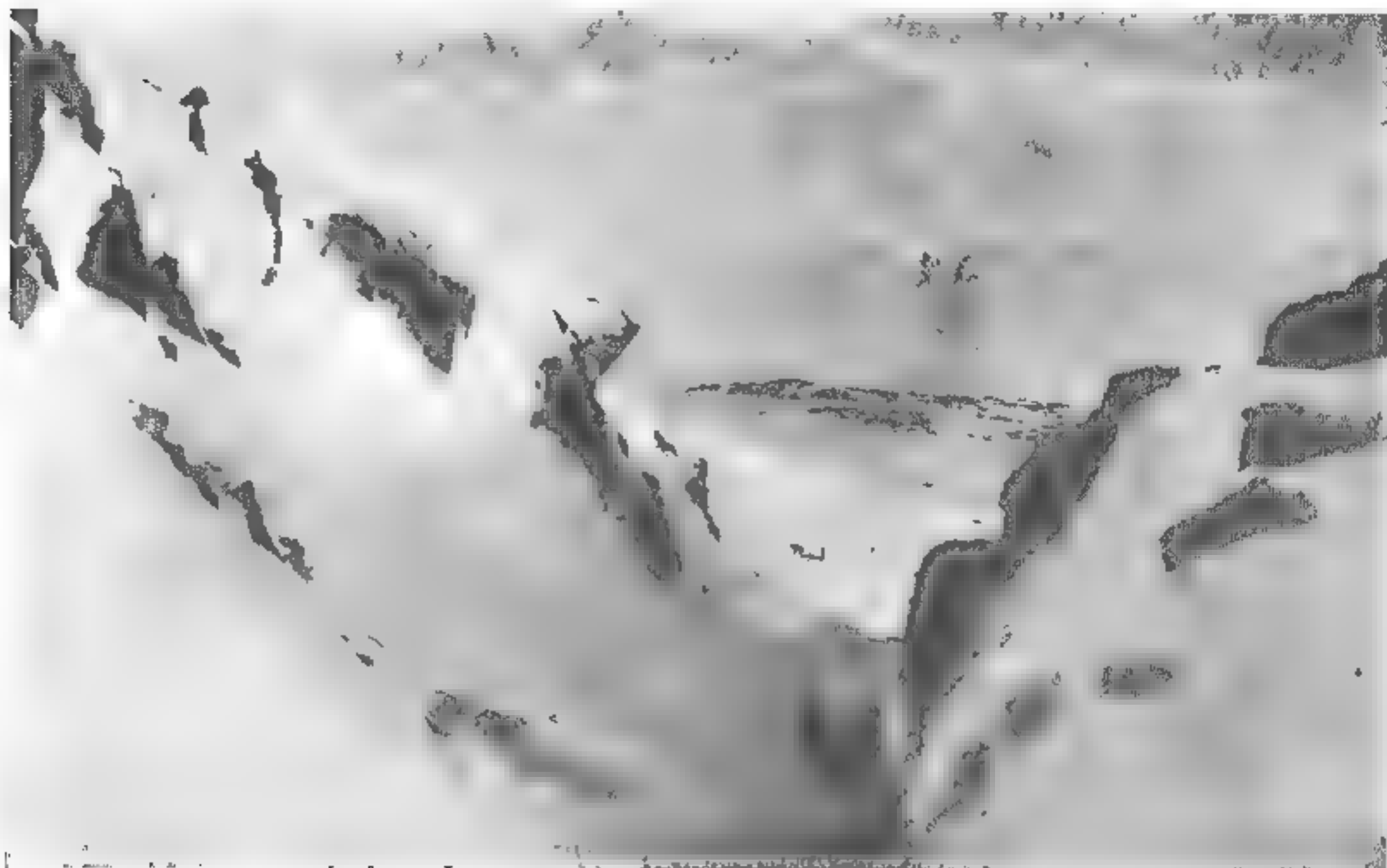
Street in Valdez

It was decided to reship to Seattle and from there take passage to Japan. After a round of festivities the crew and car embarked for Seattle, cheered on by the good wishes of all Valdez, arriving in Seattle April 17th.



The snow is deep—Exploring

NEW YORK TO PARIS INTERNATIONAL RACE



Thompson's Pass—a portion of the proposed trail

Embarking on the steamer Shawmut, the Americans arrived in Yokohama at 10 o'clock on Sunday morning on May 10th, stopping until 4 in the afternoon, to discharge passengers and freight, when it left for Kobe.



Chuck holes on Valdez-Fairbanks trail

THE THOMAS—AMERICA'S CHAMPION IN THE

The Shawmut made Kobe by 9 o'clock Tuesday morning. Schuster immediately went ashore to arrange with the customs officials about unloading the automobile, extra tires, machine parts, and baggage; while Miller stayed aboard to superintend the unloading. There are no steamship piers in Kobe, few in any Japanese port, all freight being carried ashore in large sampans.

By 11 o'clock the car was safely ashore in the Customs Compound, and within a couple of hours more was released duty free.

There was a short run up the Bund, Kobe also having its Bund, a quarter mile farther, to the Russian Consul to have passports viséed, then to the Oriental Hotel. A big crowd gathered around the car as it stood in the street, while Schuster made arrangements to use the wagon-way under the rear of the hotel as a garage. This was the only available shelter in the neighborhood.

The first faint rays of the rising sun were just touching the tops of the mountains back of Kobe when the Thomas crew got out of bed, packed their bags, and carried them down through the deserted halls of the Oriental Hotel. A hasty breakfast which had been ordered the night before, and by six the car was ready to start.



Arrival of car at Oriental Hotel, Kobe, Japan

NEW YORK TO PARIS INTERNATIONAL RACE

Besides its load of extra tires, four duffle bags, and guns, the Thomas car carried six passengers—its crew of four men; Mr. Mancini, who acted as pilot during the first day's run; and a friend whom he had asked the privilege of taking, Mr. Edward H. Moss of the Kobe branch of the Hong Kong-Shanghai Bank.

When Miller cranked the car and its motor began to "chug-chug-chug," sleepy-eyed faces in rumpled hair appeared at nearly every window of the hotel and remained there until the Thomas had rounded the corner into the street that runs out through the native quarter. As this is a much-traveled highway, leading to the golf links and racecourse, it has been widened to a generous European breadth.

It was not until Sannomiya was reached that the Thomas car got into a real Japanese village street—a lane about 8 feet wide, low paper-box houses closely lining each side, with overhanging roof eaves, and in the midst of all a clatter of children, housewives, shopkeepers, merchandise, horse and bullock carts.

George Schuster tells the story of their trip across the island in the following interesting way:



Maibara Inn where the crew stopped the first night



Japan wayside shrine

“Soon after leaving the streets of Kobe, we found the roads very narrow, and at times traveled on roads as narrow as 6 or 8 feet. Sometimes in traveling through Japanese village streets the roads were so narrow that it was difficult to turn corners, making it necessary to go ahead and back up several times until we were able to take them.

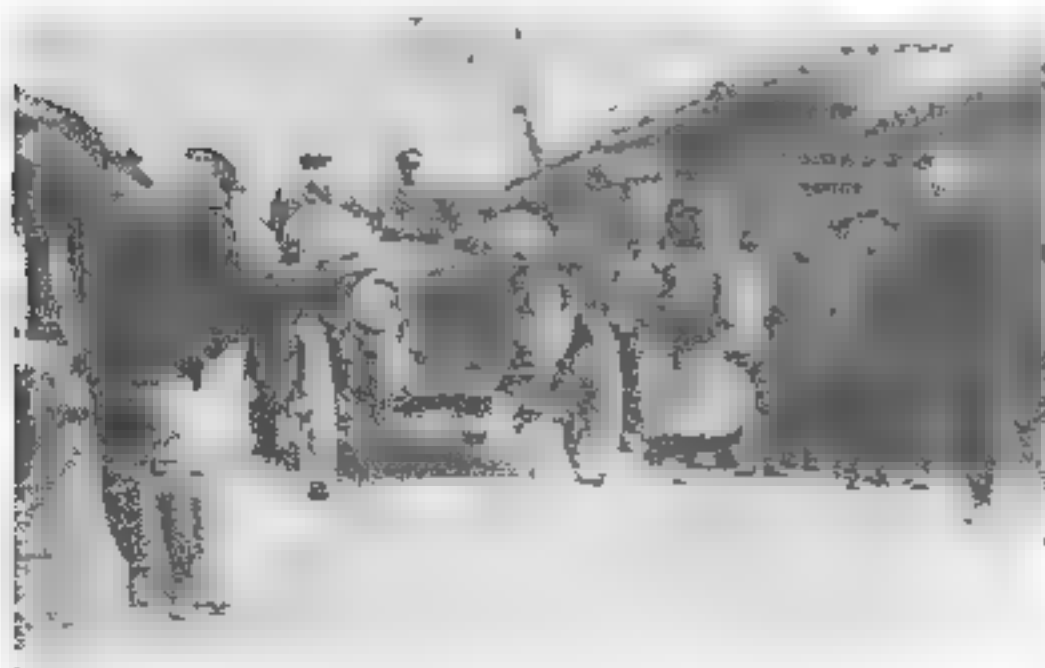


Japanese transportation

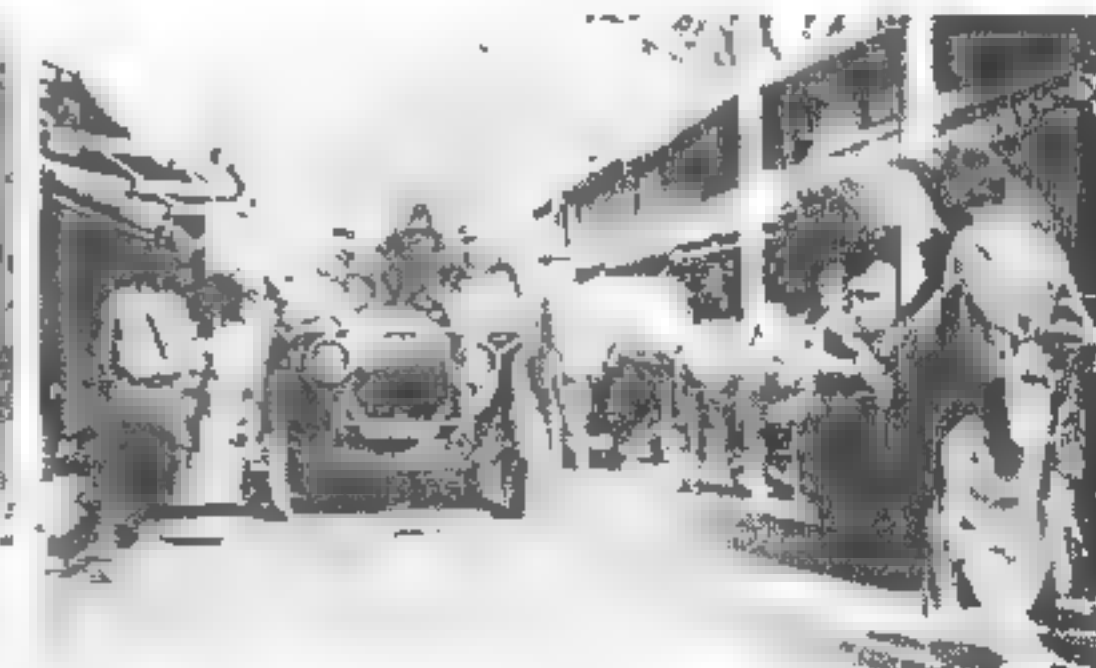


Meeting a Japanese peddler on a narrow road

"It was just outside of Nishinomiya that the Thomas car caused its only runaway in Japan. A horse attached to a two-wheel cart pricked up his ears and snorted as the automobile approached. I slowed the machine down; but as the driver, a big husky Jap, had the horse by the bridle, none of the crew got out to help. Just as the automobile passed, the horse reared. The Jap let go the bridle, and the horse, ripping the harness to pieces, started off down the road. There was another Jap about 100 yards ahead. He got in front of the running horse and valiantly waved his arms. But as this wig-wagging failed to soothe the horse, the Jap stepped one side. The last seen of the runaway, he was making full speed toward Nishinomiya, the two Japs trailing behind.



Crew in Japanese village



Crew meets Japanese musician



Japanese are curious

“Making slow headway we arrived at Kyoto, the old capital of Japan, about noon.

“After a short stop and two hours of traveling, the car arrived at the shores of Lake Biwa. Here the scenery is magnificent—mountains back of the lake render it most beautiful. Skirting the



A typical Japanese bridge, extreme width 6 feet



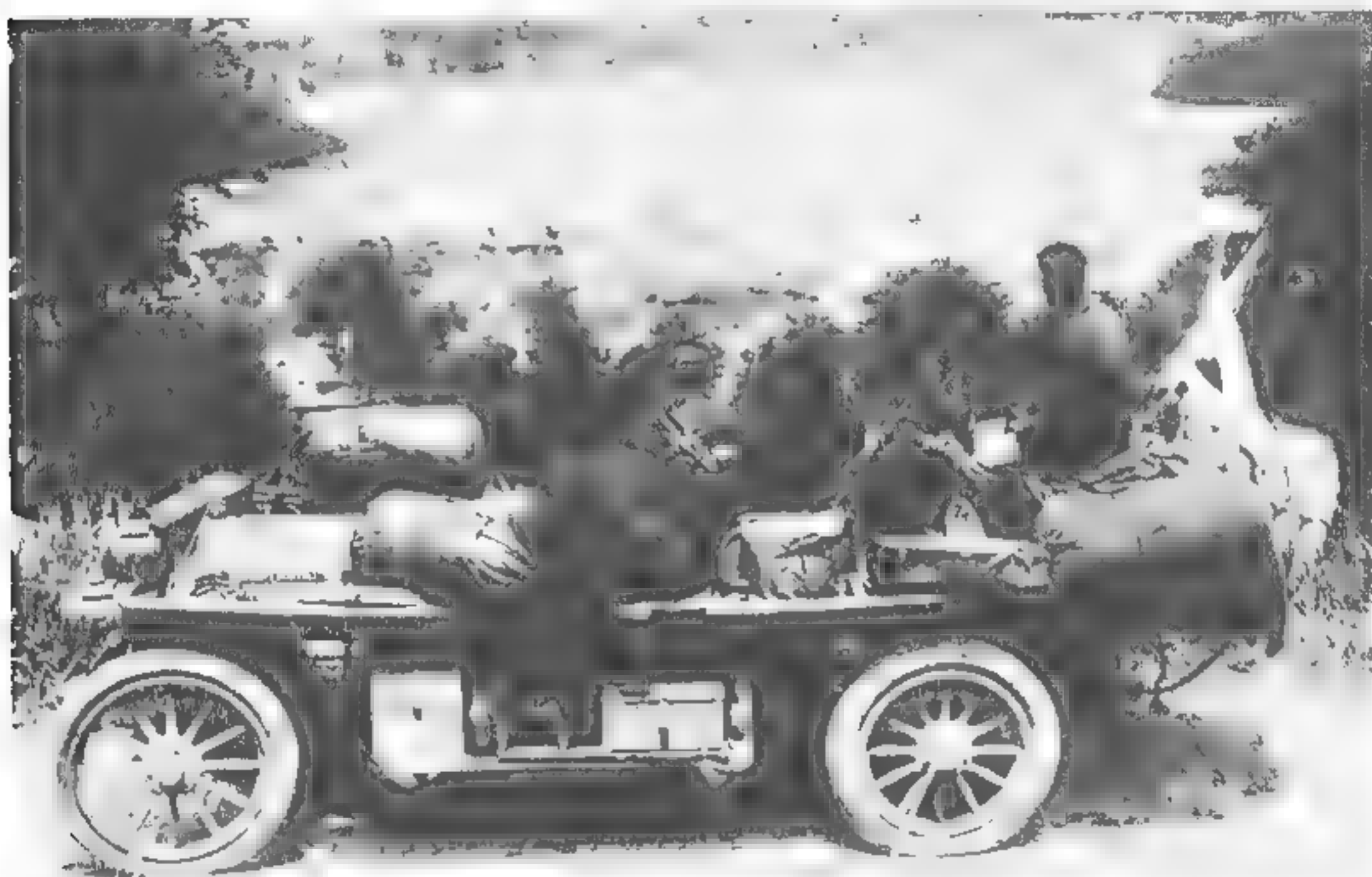
One of the larger bridges near Lake Biwa

shores of the lake, we traveled through the village of Otsu, at the head of the lake, and through Hikone, which is a resort along the lake, similar to some of our seaside places in America.

"Arriving at Maibara that evening we stopped for the night. After housing the car in a convenient railroad shed close by and



Japanese character study



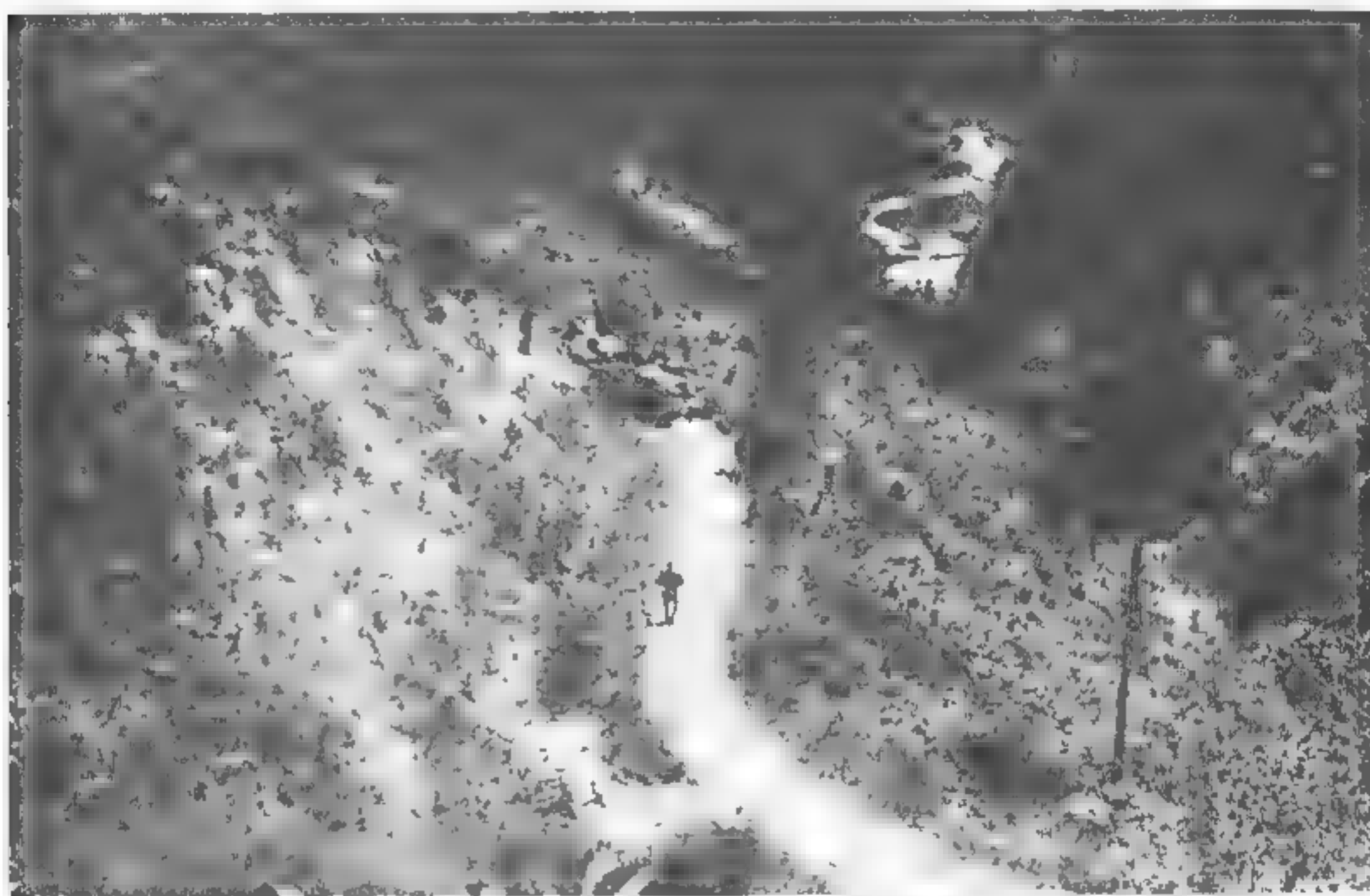
Rice field in the valley

putting a guard on it, we arrived at the Japanese inn, where we found it was necessary to remove our shoes, because it was the custom of the country to walk in the house in native slippers.

"The rooms in the inn were partitions practically made of paper, really nothing more than a toyhouse. There being no beds the



Maneuvering to cross narrow bridge

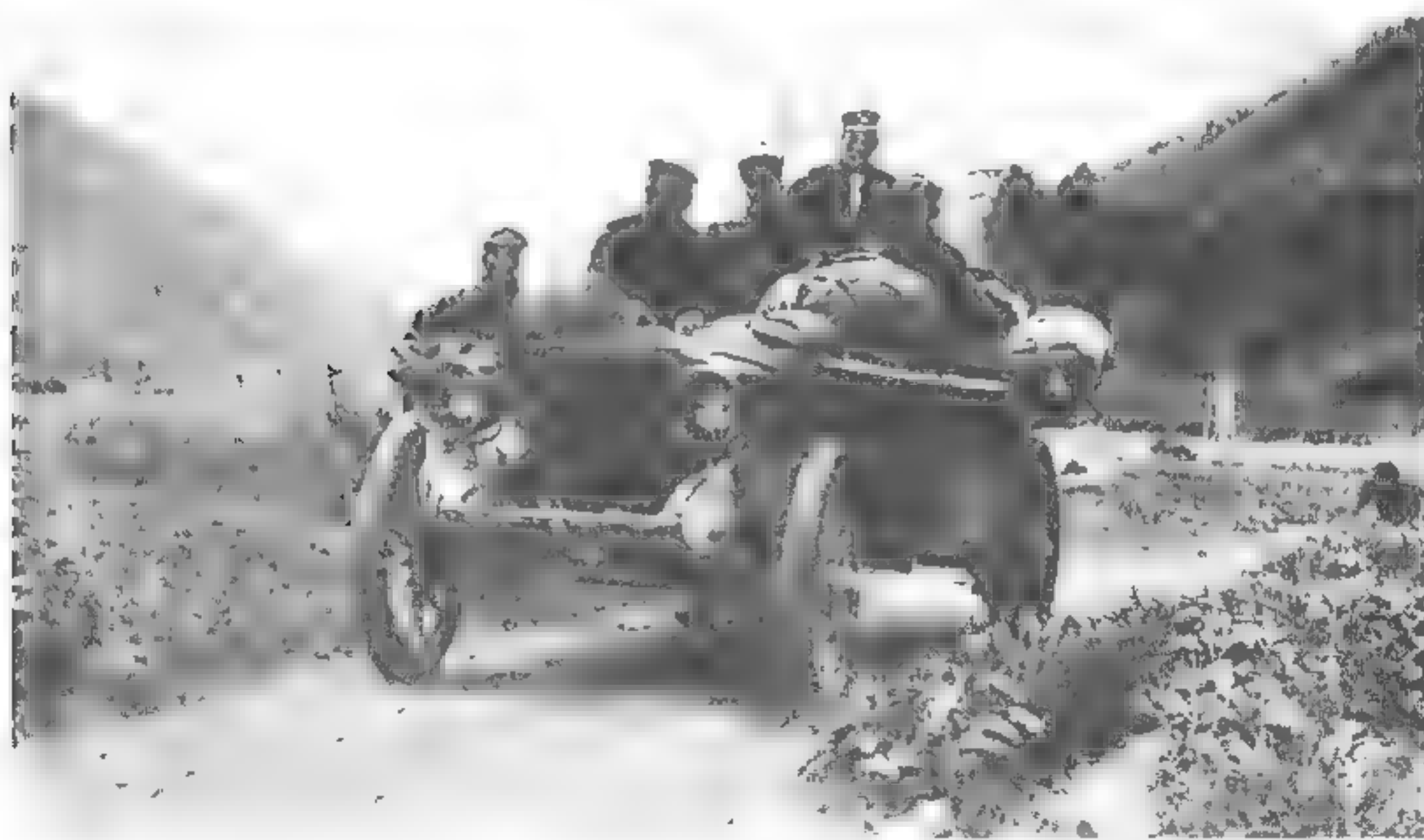


In the mountains between Maibara and Tsuruga

crew were obliged to sleep on the floor with their feet higher than their heads.

“The crew finally managed to obtain something that looked like American food—a Japanese meal consisting mostly of rice and tea.

“Leaving Maibara early the next morning, we found that as we



Nearing Tsuruga



Japanese school children

progressed into the interior of Japan the roads became narrower. About 2 p. m. the car arrived in a country that was very mountainous, with roads impassable for an automobile—being practically footpaths.

“The distance from this point to Tsuruga was about ten miles across the mountains, but, as the roads were found to be absolutely impassable to an automobile, a detour of 200 miles was necessary to reach this point by a route which the car was able to travel. The bridges all through Japan were practically of toy construction, it being necessary to make them only wide enough for the jinrikisha, or native cart in use in Japan, which has a tread of but 32 inches.

“Late that evening the car arrived at a Japanese village in the mountains; the descent was here so bad that the crew decided to stop over for the night. Finding that there was practically no food to be obtained there, they sent one of the coolies back to one of the villages they had passed through in order to get something to eat. He brought forty eggs and two chickens.

“It was here that the host, a Japanese farmer, whose religious belief was that the chicken is a sacred bird, begged us not to kill them, as he believed that ill luck would follow. We were, therefore, obliged to live on a diet of eggs and rice, which we ate with chopsticks—no spoons being available.



Posing for the camera

"The crew were objects of great interest, the farmer asking many questions about their travels. The farmer, his wife, and all friends knelt about the fire, an open hearth. The conversation being carried on by means of an interpreter, and lasting late into the night.

"Leaving at daybreak the following morning, the car started down the mountain side. After passing through a number of Japanese villages and a tunnel, we arrived at a village called



Leaving Tsuruga for Vladivostok—Japanese sampan for lightering to Str. Mongolia

THE THOMAS-AMERICA'S CHAMPION IN THE



American sportsmanship—Thomas pulling nearest competitor out of mud



Russian garrison first day out of Vladivostok

Tamagura, where we obtained the first view of the beautiful sea of Japan, and Wakasa Bay, upon which the port of Tsuruga is located.

“The water was close-dotted with innumerable sampans of the fishermen, many of whom were dressed in the usual Jap’s working clothes—blue linen knee-breeches and kimona-like jacket, on the back of which latter are big white hieroglyphics that denote the wearer’s occupation. Some of the fishermen were encased in the



Siberian roads first day out of Vladivostok



It was this way for four days

native's rustic raincoats—big bunches of straw, laid like a roof thatch, gathered close at the neck and hanging to the knees; while others were stripped down to loin cloths—their clothes rolled up in tight little bundles which were stowed away under a layer or two of matting.

“The whole color scheme blended into one grand mosaic subdued by distance. After considerable trouble, due to the condition and



Passing Russian army convoy

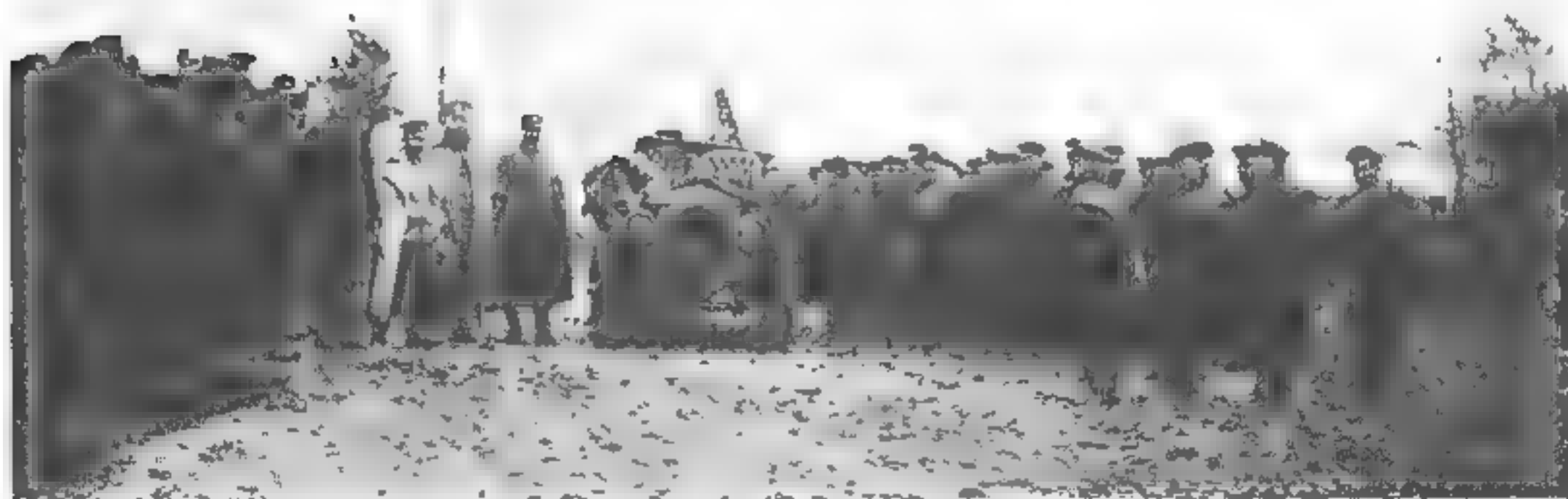
NEW YORK TO PARIS INTERNATIONAL RACE



Roads under water near Nikolskoe

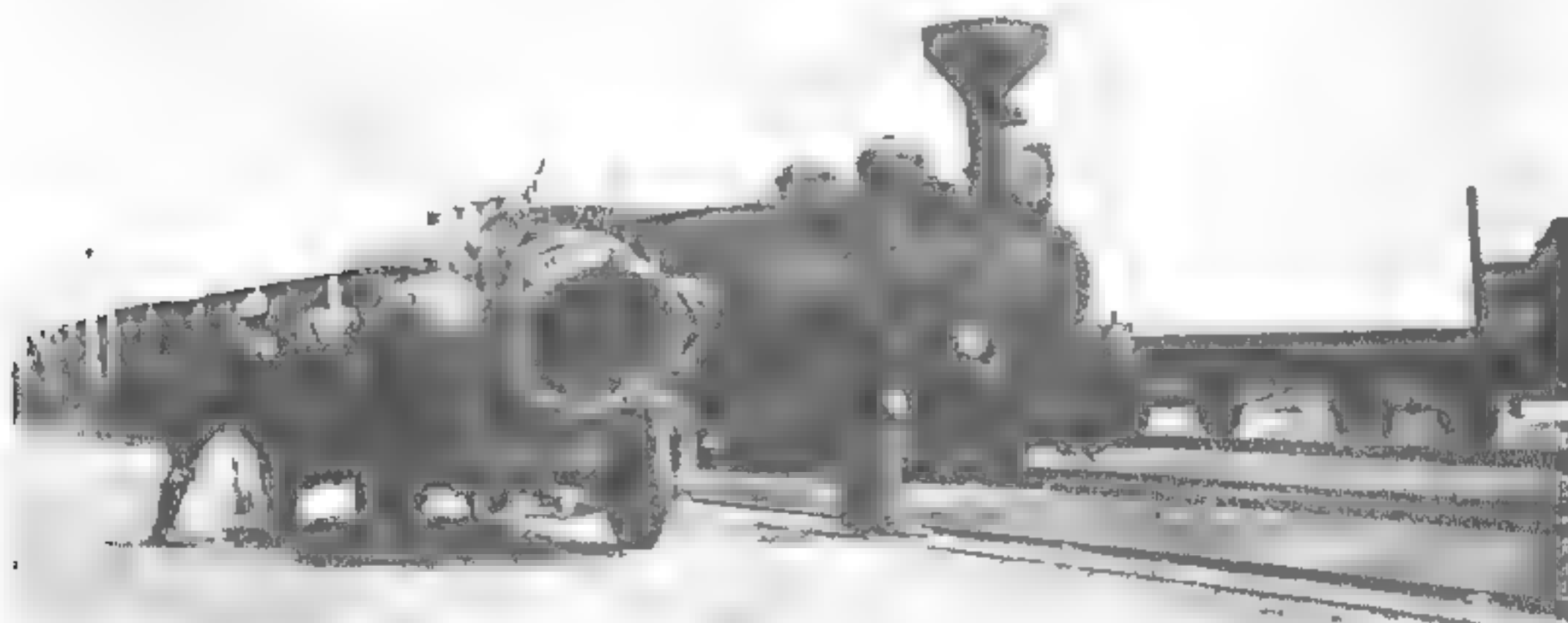
width of the roads, we arrived at Tsuruga about 3 p. m. and sailed for Vladivostok the following day at 4 p. m."

The French and Italian cars arrived at Seattle as the news of the Thomas's return reached that city. The cars were immediately loaded on a Yokohama steamer and shipped to Japan, while the Thomas, en route to the United States, and the Protos, still on the road in Idaho, were left behind. Lieutenant Koeppen would have been unable to catch up with the Thomas, even allowing no time to the



Meeting Russian soldiers on road near Nikolskoe

THE THOMAS—AMERICA'S CHAMPION IN THE



Trans-Siberian Railway—Waiting for right of way

Americans for the Alaskan trip, had he continued on the road. He was almost 2,000 miles behind, and twenty-three days, when the Thomas arrived in San Francisco, so in order to start with the others across



Camp Hard Luck, near Pogranitchiya, Manchuria, where the crew stayed five days

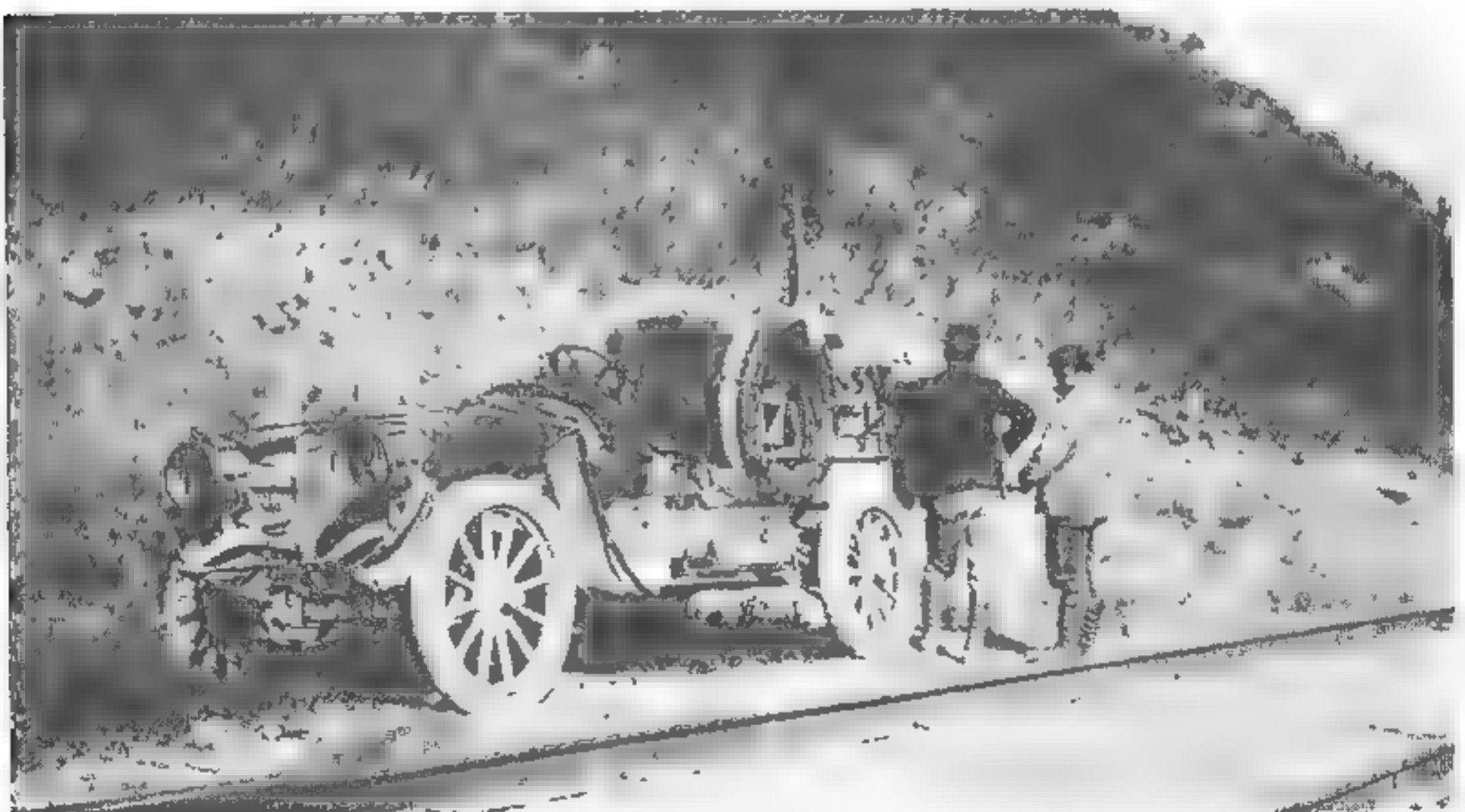
NEW YORK TO PARIS INTERNATIONAL RACE



Traveling over the ties Trans-Siberian Railroad

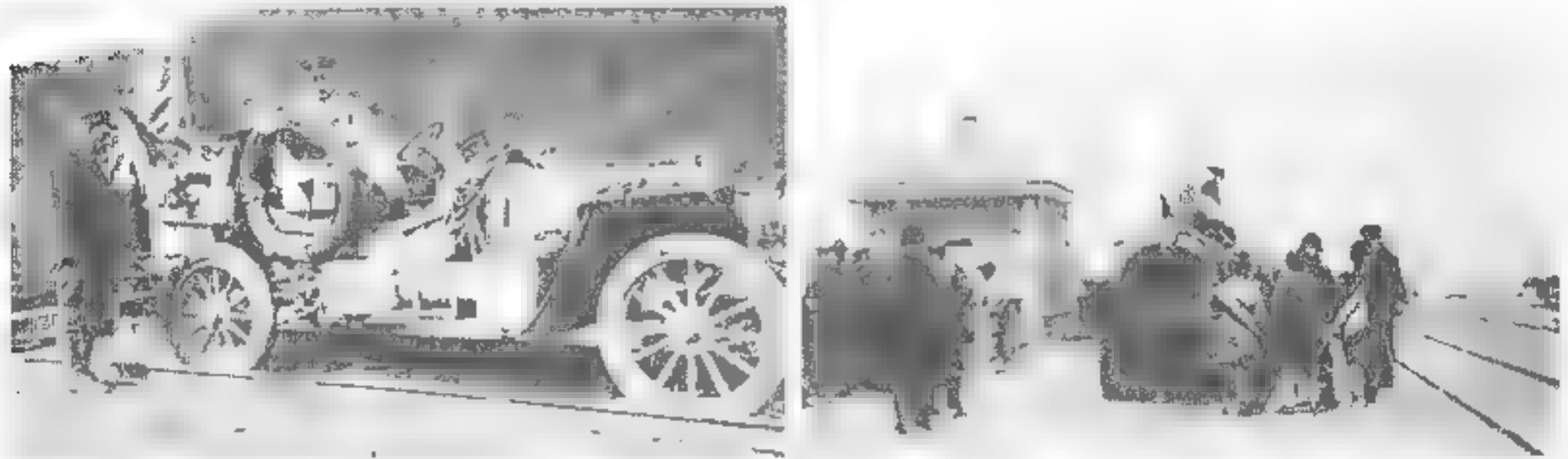
Siberia he shipped his car by railroad to Seattle, being unable to proceed under his own power.

This action would have disqualified him but for a technical interpretation of the conditions of the race, and the committee considered it fairer to let the car go on, but to penalize it thirty days in the Thomas's favor—the twenty-three days it was actually



Waiting for a train to pass

THE THOMAS—AMERICA'S CHAMPION IN THE



Four hundred and twenty miles over the ties

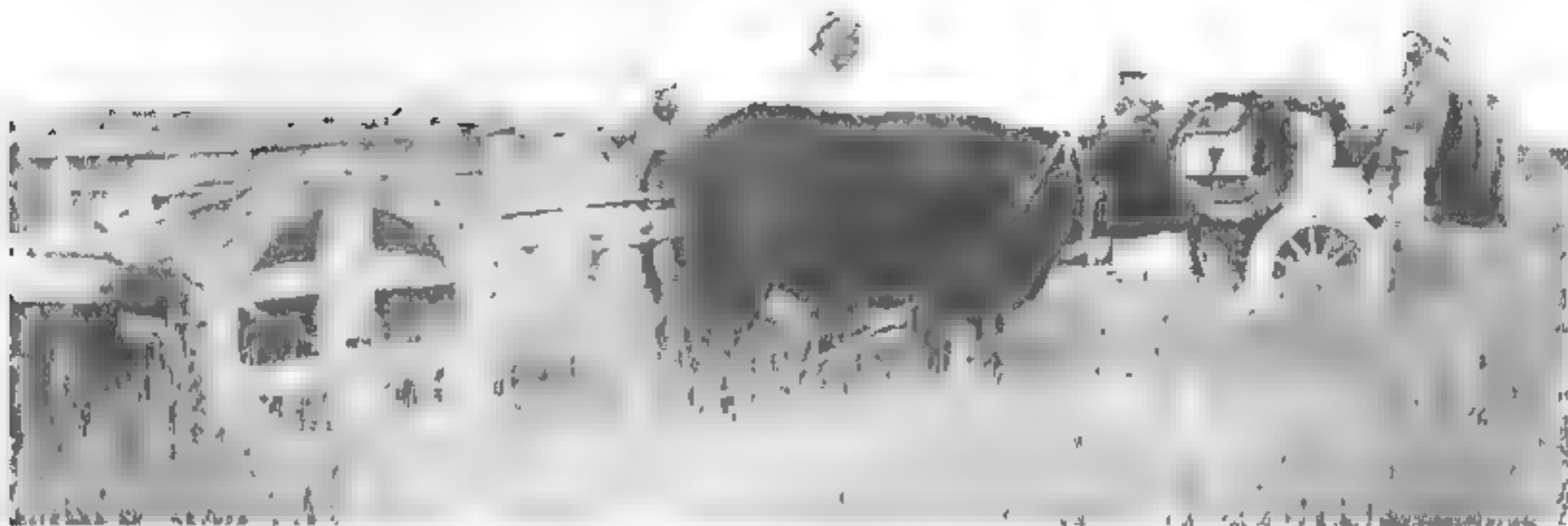
behind and seven days' allowance for the 1,100 miles which it failed to cover. The two machines set out together with this understanding, the Protos having to reach Paris thirty days before the Thomas to win the race.

En route to Vladivostok three of the cars crossed Japan by road, a distance of 215 miles. The Protos shipped direct from Seattle to Vladivostok. It was here that the American crew learned of the allowance of thirty days given them over the Protos and the probable withdrawal of the De Dion from the race under instructions from headquarters in Paris; also, that the other cars had been ordered to await the arrival of the American car in Vladivostok, where it arrived on May 17th.



Mongolian giant

NEW YORK TO PARIS INTERNATIONAL RACE



Chinese ox-cart

At this stage of the race the American car began to feel the result of the commercial activities of G. Bourcier de Saint Chaffray, the conductor of the French De Dion car, who cornered the gasoline supply obtainable at Vladivostok and Harbin, with the exception of a small amount to be obtained by the Protos. However, upon appeal to the American residents of the city, a way out of the difficulty was found. A sufficient quantity was obtained from the



Chinese met on the plains of Manchuria

THE THOMAS—AMERICA'S CHAMPION IN THE



No bridges in Manchuria—Fording a stream

owners of launches to carry them over the road until they could obtain a further supply to continue.

On May 22nd the Thomas car left Vladivostok for Paris—after four hours of struggling through endless stretches of mud, save where the road was lost in a pool of water, striking sunken logs and boulders, causing the car to bound up into the air and almost turn a complete somersault, hurling the occupants out. The fearful racking the machine got from such treatment can well be imagined. Many of the bridges were swept away, forcing the crew to ford rivers.



Meeting Mongolian horseman on the plains

NEW YORK TO PARIS INTERNATIONAL RACE

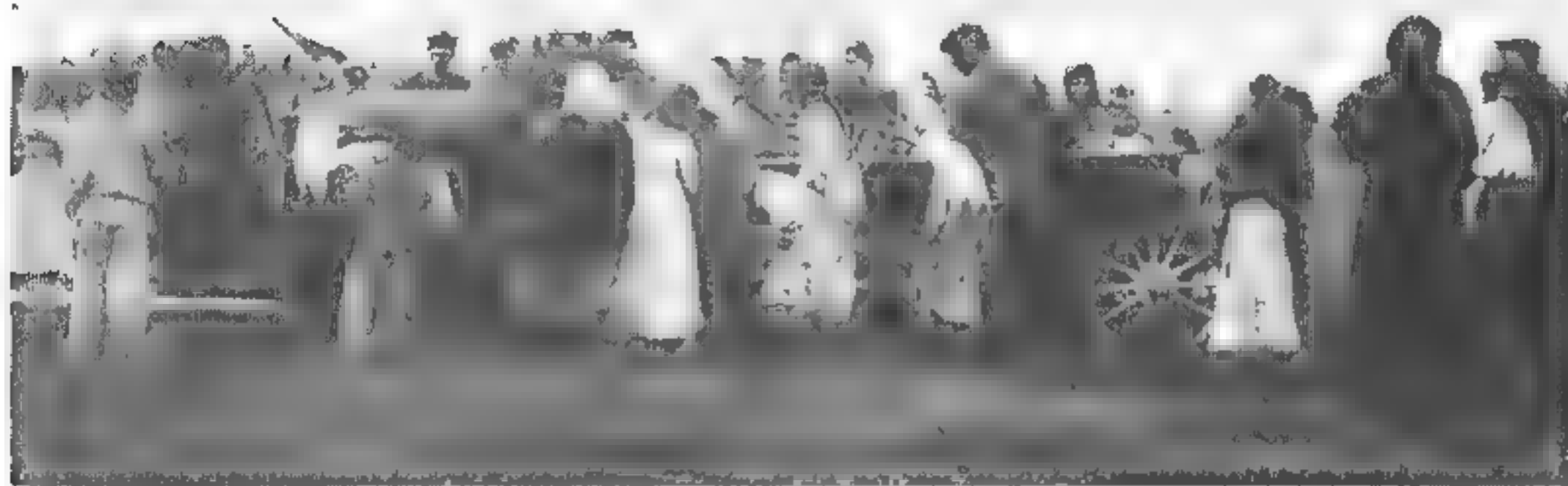


Many rivers to cross and no bridges

On the way out of Vladivostok the Protos, which had stolen a march on the Thomas by starting earlier, was found stuck in the mud and pulled out by the Thomas—Lieutenant Koeppen opening a bottle of wine for the courtesy. After the experiences and difficulties above mentioned, the car floundered on, reaching Nikolskoe on May 24th. Leaving Nikolskoe on May 25th, the German car took the lead, using the railroad bed, while the Thomas went over the prescribed route.

The first section of the road in Siberia proved as strenuous as any similar stretch in America. The cars had not run 100 miles when they found the roads impassable in mire and practically abandoned since the opening of the Trans-Siberian Railroad. The Thomas was stalled and returned to Nikolskoe to find that the Protos had gone ahead along the railroad bed and was actually in the lead. The Thomas chased it for two days, with both cars making slow headway, encountering many obstacles and braving death from flying trains that came unheralded along the tracks. The American car then suffered a serious accident at Pogravitchniya on the Manchurian border and was forced to lie idle for five days while the Germans were drawing away from them.

THE THOMAS—AMERICA'S CHAMPION IN THE



Russian peasants examining Champion

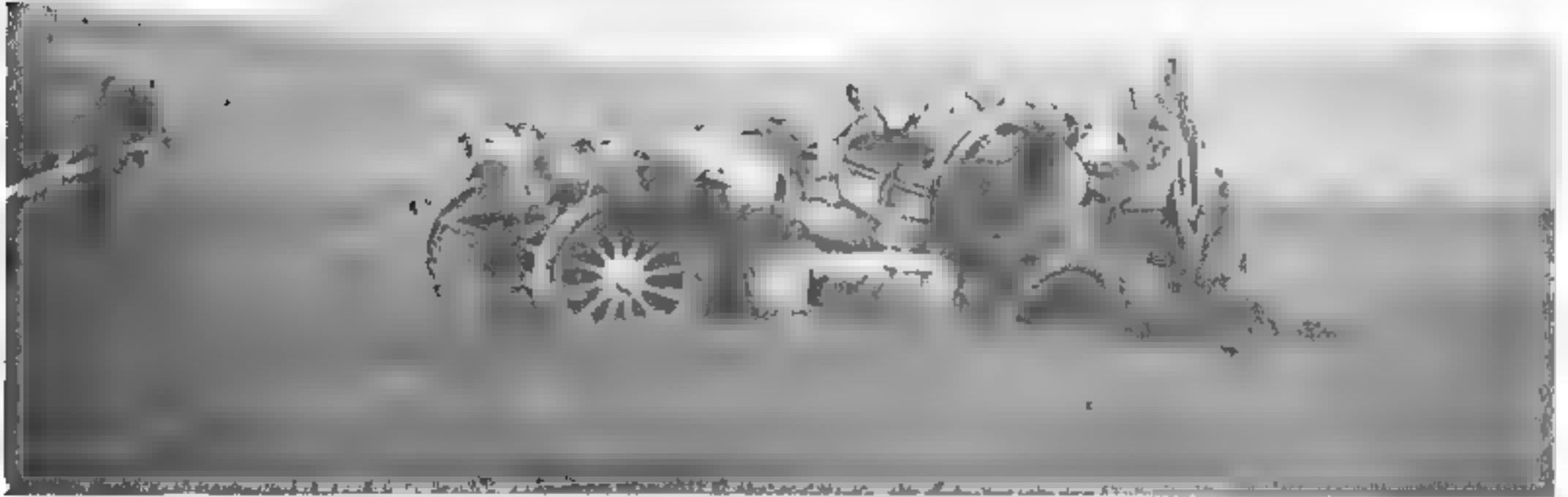
The American car, after repairs were made, then traveled over the ties on the Trans-Siberian Railway for a stretch of 420 miles from Nikolskoe to Harbin. It being the spring of the year, many repairs were being made along the road; new ties being substituted for the old in many places, the car would meet stretches of miles of unballasted ties, the traversing of which would rack the car in a frightful way.

At Harbin the railroad was abandoned and they began to travel



Russian telegram

NEW YORK TO PARIS INTERNATIONAL RACE



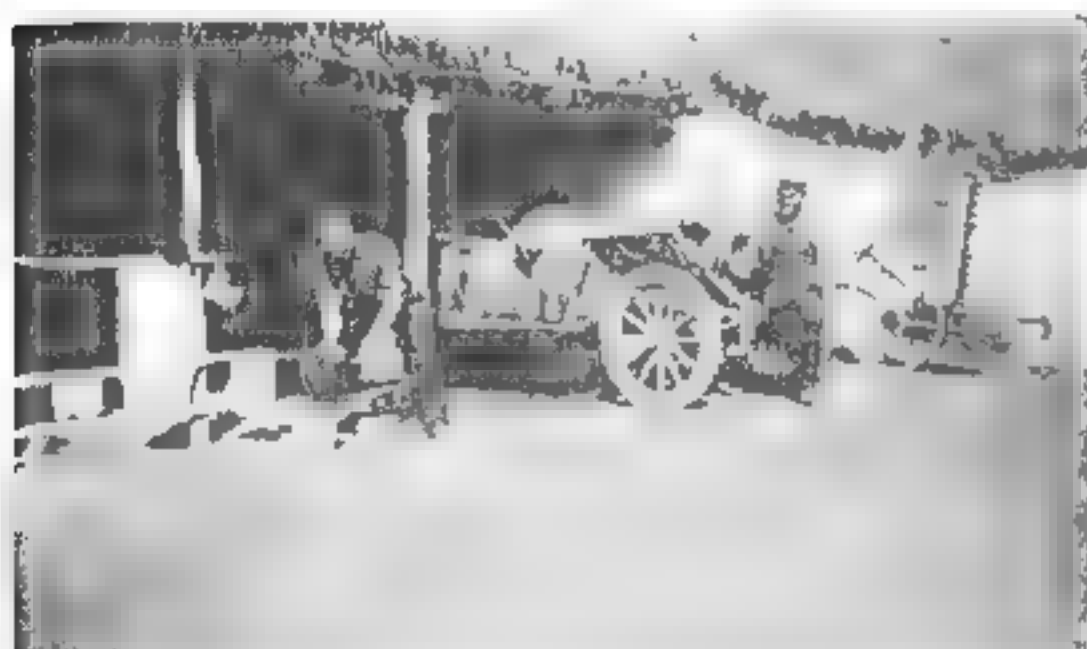
This happened often

over the trails of the Manchurian plains. The German Protos car had left Harbin five days previous, and the Americans were now in hot pursuit.

Passing through some of the ancient Chinese cities, such as Tsitsikar and Khailar, and crossing Manchuria the car reached Russian Siberia at Starri-Churuchi.



Crossing one of the larger rivers on a ferry near Omsk



Stopping in a Siberian village



A primitive bridge

The run from there to Chita was replete with hardship and taxed the endurance of men and machine to the greatest extent. In following the post-road, if this track could be called road, the machine was mired to the hubs time and time again, and after losing its way several times, with the assistance of a wandering Buriat they were again directed to the right road.

The Thomas at this stage was making exceptionally good time, having cut down the lead of the Protos four days when it arrived at Verkhae Udinsk. They had now arrived in the Baikal Mountains and came upon some of the steepest grades encountered on the entire trip.

On arriving at Myssovaia at 2 o'clock in the morning, having driven the entire previous day and night over mountain roads across dilapidated bridges, half of which would be lying at the bottom of



Siberian windmills near villages—used for grinding corn

NEW YORK TO PARIS INTERNATIONAL RACE



Siberian peasants are curious

the stream and the rest of which was in a very unsafe condition, they reached there in time to find that they had caught the Protos, but to their dismay found them already loaded and the steamer just leaving for its trip across Lake Baikal, entailing a loss of twenty-four hours before the steamer again crossed.

Arriving at Irkutsk, the crew found that the Protos had left twenty hours previous. The Thomas, leaving Irkutsk at 4 p. m. on Sunday, June 21st, had now reached the course of the Peking to Paris racers, and after a race unequalled in the history of automobiling overtook the Protos at Tomsk.

The American car's trip was full of adventure. Numerous delays occurred on this trip. The ferry crossing a river at one



Street in Siberian village



Champion again taking to the water

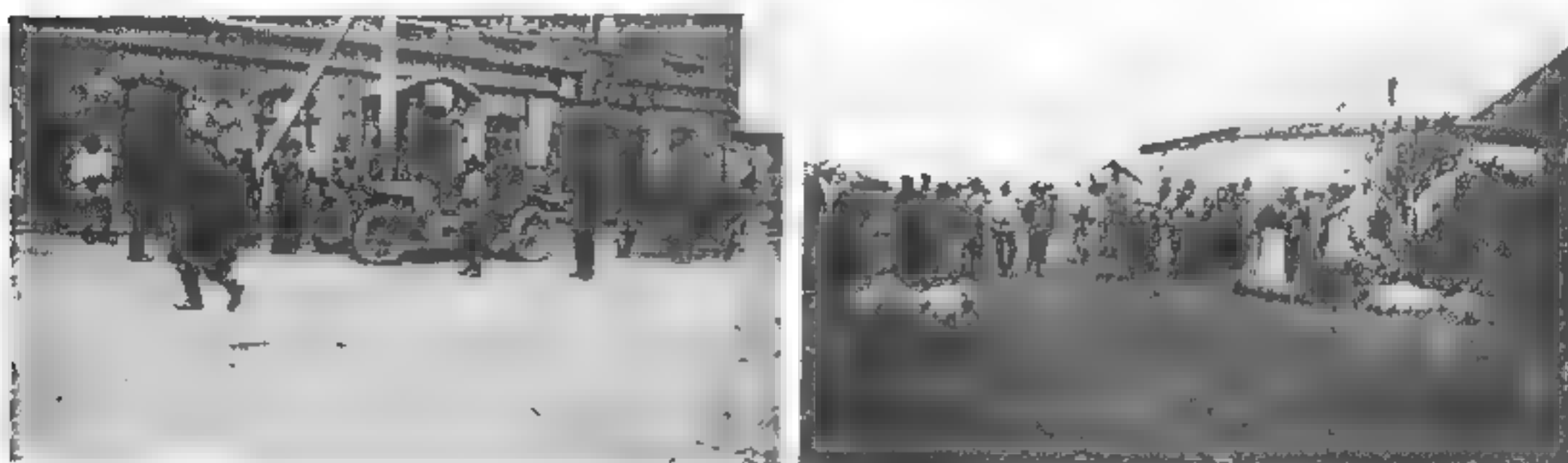
place sank with the car and many hours were lost in extricating the machine and getting it to dry land.

On arriving at Tomsk they found that they had again caught the Protos, but that car was ready to leave, and, the crew of the American car being tired out after its long drive, they decided to rest a few hours, and considerable time was also lost in obtaining



A pontoon bridge

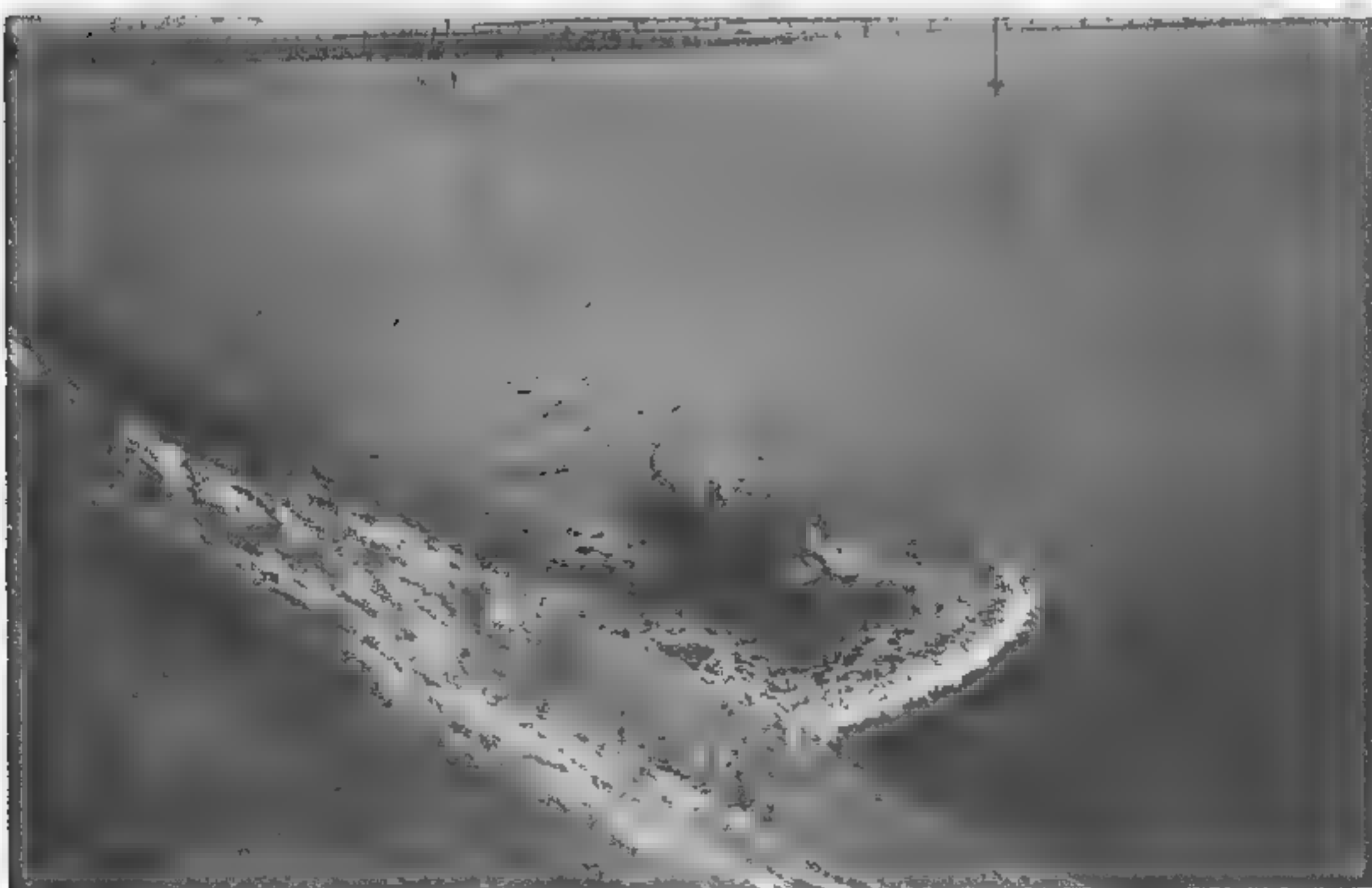
NEW YORK TO PARIS INTERNATIONAL RACE



A Russian hotel and street scene

gasoline. Starting out again, and by driving continuously, they managed to catch and overtake the Protos just before reaching Kainsk on June 30th.

The Thomas reached Omsk in the lead on the evening of the same day. Leaving Omsk in the morning, the Thomas ran thirty miles to the Irtysh River, which it crossed successfully. It then encountered a swamp a mile wide, the road showing only occasionally above the water. In these places the road had been covered with straw to prevent the light native wagon from sinking. The ferry-men had warned Schuster of the depth of the swamp beneath, but he persisted in being stopped by no obstacle and proceeded.



Thomas half submerged, Miller's rubber coat protecting magneto and carbureter



Monument marking borderland between Europe and Asia

The car set out and was almost across when the rear wheels broke through the straw, the car sinking into the mire to the hub. In pulling out of this the strain was so great that sections of two teeth were broken out of the driving gear, leaving the car in a condition unable to run. With the assistance of a local blacksmith, Miller repaired the gear so that the car could proceed at slow speed, arriving at Tiumen on Thursday, July 9th.



Russian soldiers posing

NEW YORK TO PARIS INTERNATIONAL RACE



In the forest of Northeastern Russia

From Tiumen the car raced on to Ekaterinburg, located on the boundary line between Europe and Asia in the foothills of the Ural Mountains. In Ekaterinburg they found, for the first time since leaving Vladivostok, houses with balconies, gardens with beautiful flowers, and people whose faces indicated that they took just a little more than passing interest in life. Conditions were vastly improved over what they had seen in Asiatic Siberia.



Passing through a Tartar village

THE THOMAS-AMERICA'S CHAMPION IN THE



Fifty miles an hour between Moscow and St. Petersburg

Nearing civilization

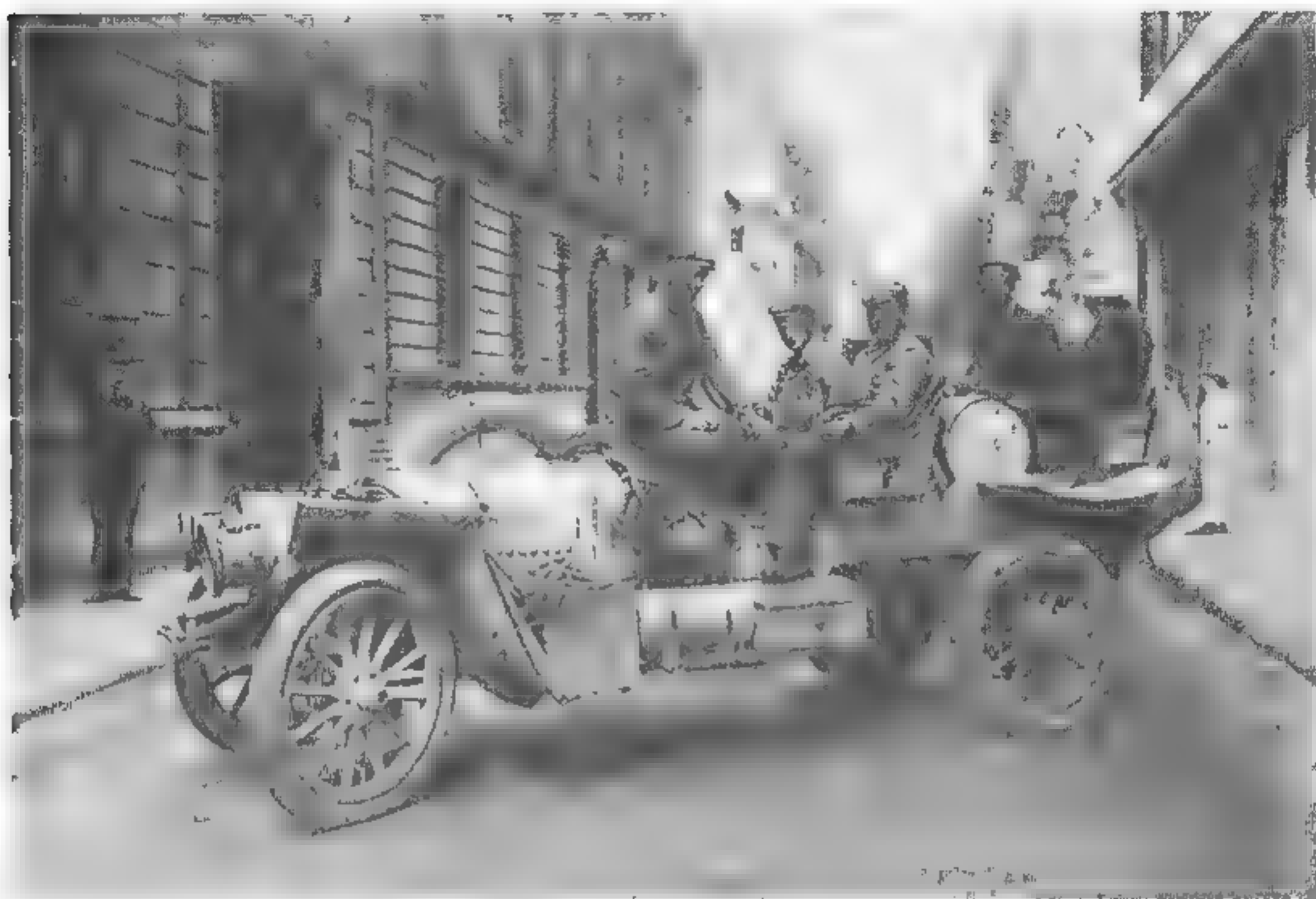
They remained in this city until 3 o'clock on the morning of July 8th and then set out to cross the border into Europe.

The crew encountered much trouble on this run from Ekaterinburg to Perm, meeting long caravans; the horses, being of the European variety, were larger and much more spirited, invariably bolting, and, throwing their loads and drivers, would cause much annoyance to the crew. In many places women would be found driving these horses, and then one member of the crew would dismount and lead the horse by.



An excellent example of Russian art, Novgorod

NEW YORK TO PARIS INTERNATIONAL RACE

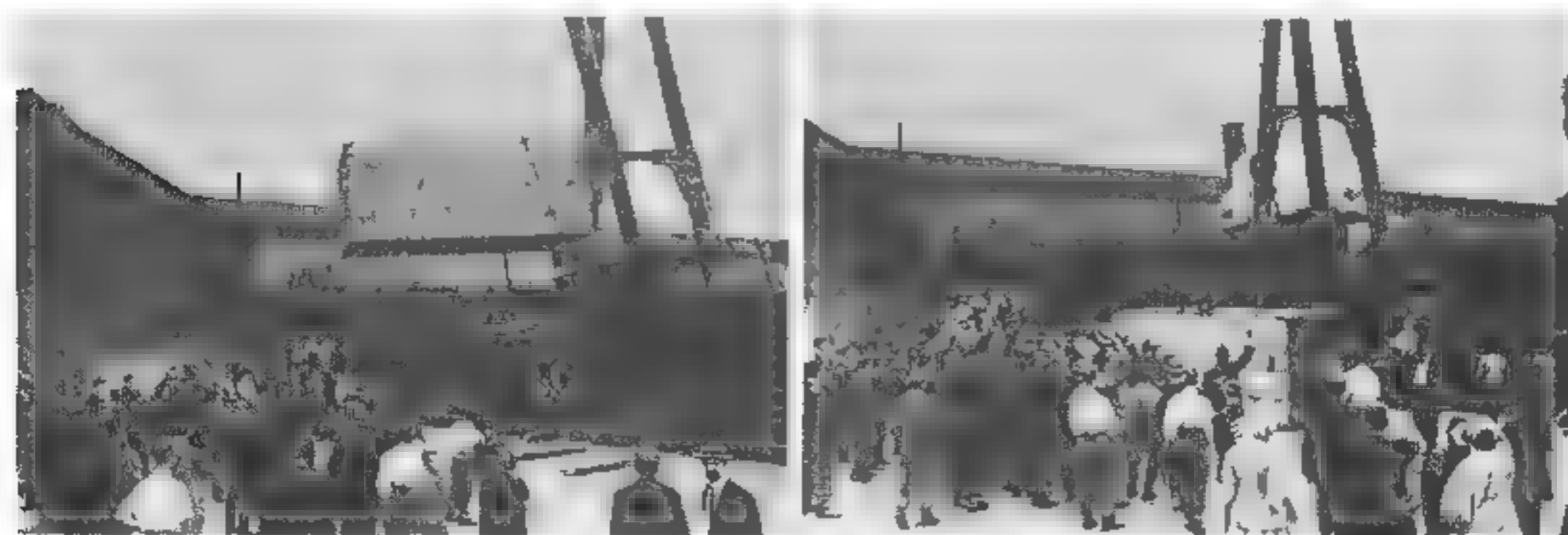


After it's all over—In front of Fournier's garage, Paris

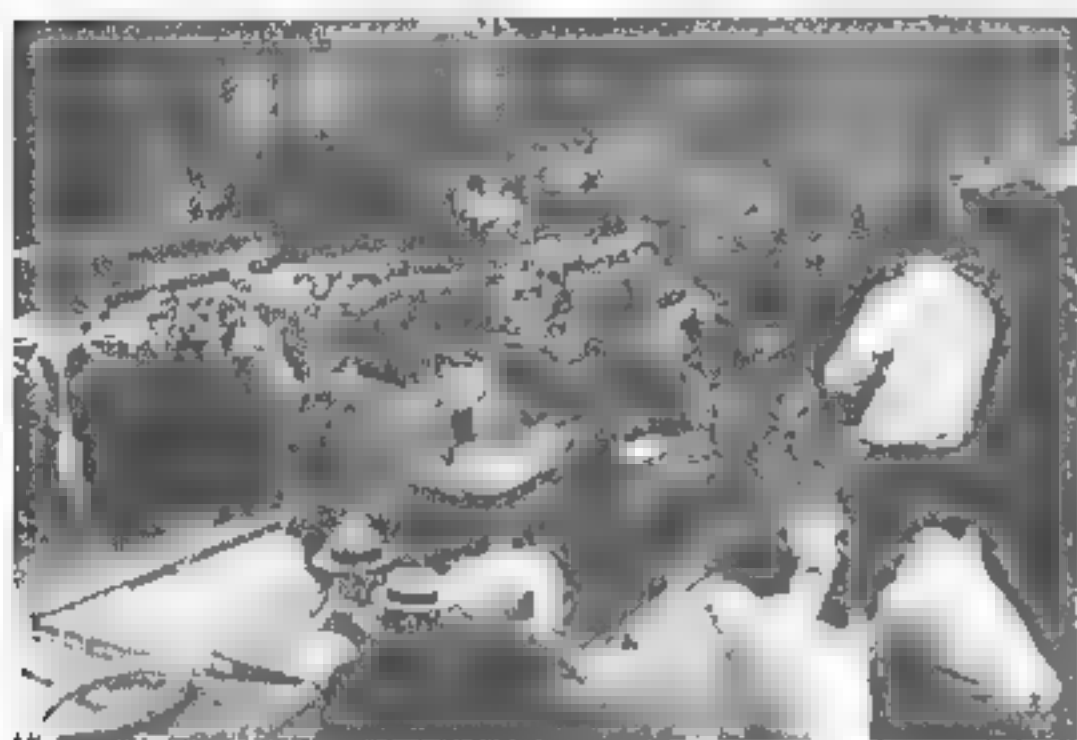
They were now in the lead of the Protos and this slow progress caused the crew much worry and annoyance.

Leaving Perm, driving over roads flooded by the rains, it having rained continuously for three days, they reached a small village called Zyatzy. Here the repaired gear again gave way, and a trip to Kazan, 342 versts away, by wagon and horses was necessary before a new one could be obtained, which caused a delay of four days. The Protos in the meantime caught and passed the Thomas.

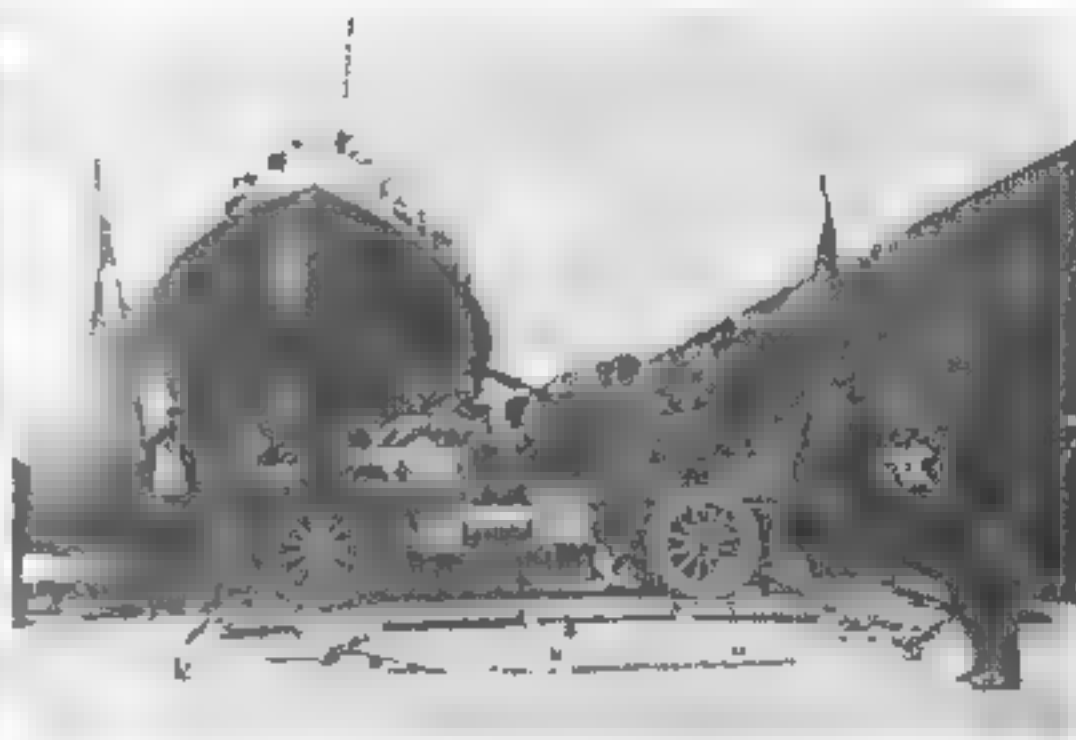
After replacing the gear the car resumed its journey to Kazan with the Protos two days ahead. Arriving at Kazan two days later



Unloading Champion from Steamer Lorraine, New York Harbor



Uncrating



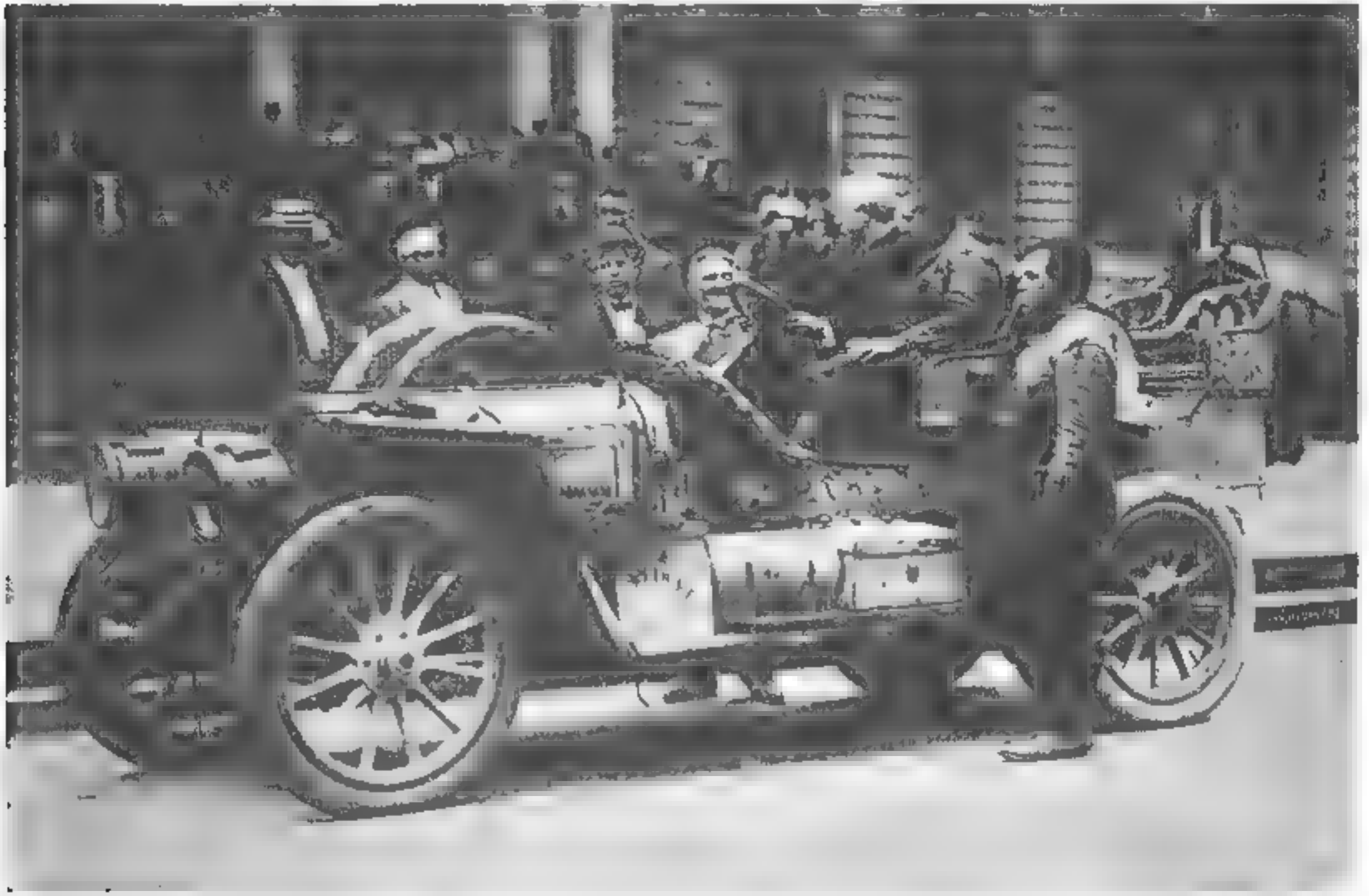
Champion leaving dock

and without resting the car raced on to Nijni Novgorod, arriving there at 1 a. m. Delaying only long enough to obtain refreshments, the car left at 2 a. m. for Moscow, where it arrived the following morning and remained for the day, leaving in pursuit of the flying Germans six hours later. The car had lost several days on the road, losing its way through inability to make the Russians understand the sign language; and though the German Protos had left St. Petersburg for Berlin, Schuster was hopeful of overtaking it before it reached



The Stars and Stripes that went around the world

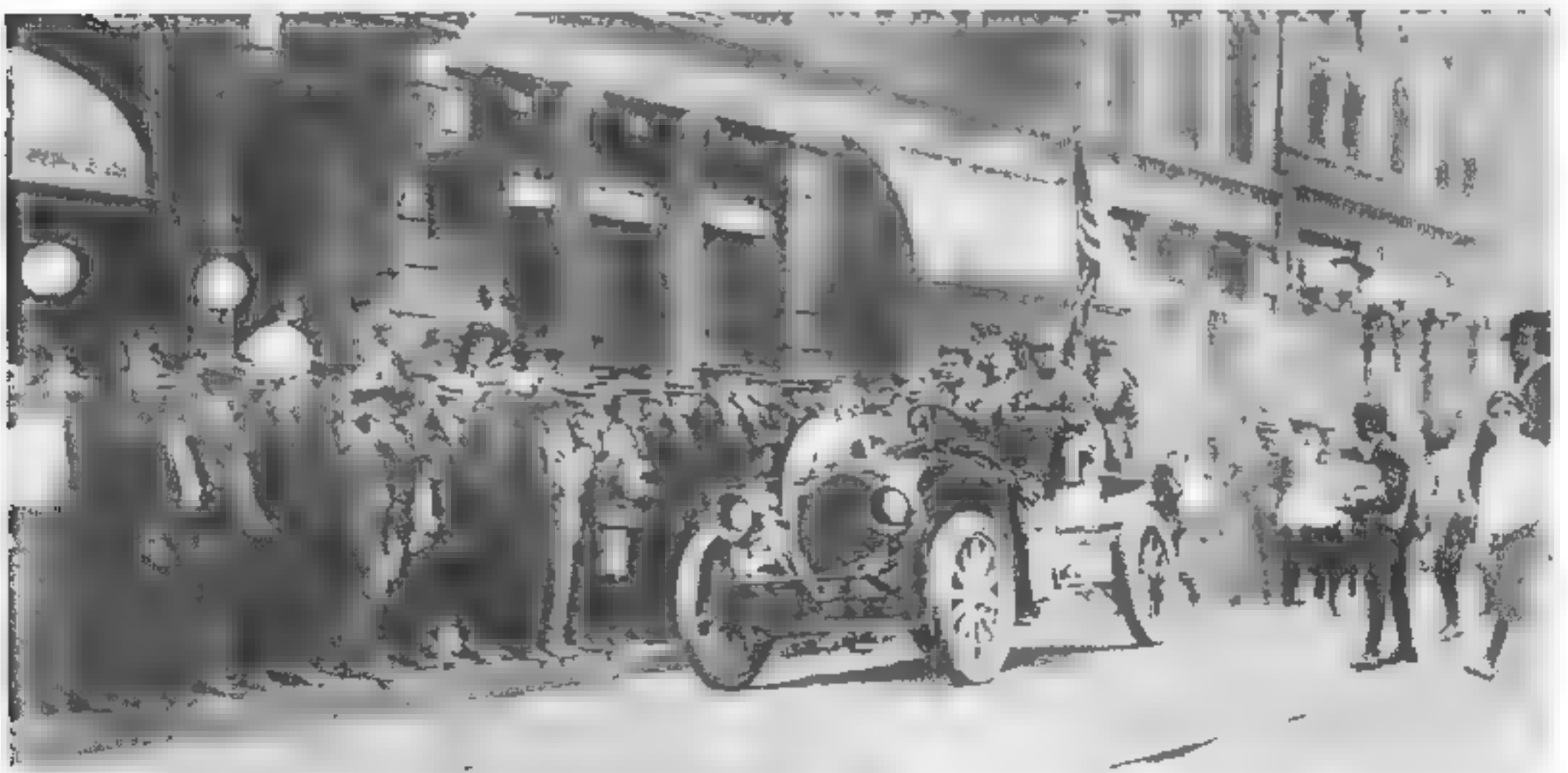
NEW YORK TO PARIS INTERNATIONAL RACE



Acting Mayor McGowan welcoming the crew at City Hall

Paris, and gave little heed to the almost broken-down condition of the men with him, but with an energy that brooked no obstacles he drove his machine mercilessly through mud and over all but impassable roads to St. Petersburg, where he arrived on Thursday, July 23rd, leaving for Berlin at 7 p. m. the same day.

Leaving St. Petersburg the Thomas raced on after the Protos,



Back at Times Square



Edwin Ross Thomas

which was nearing Berlin, which it entered on July 24th, leaving the same day for Paris, just as news arrived that the Thomas had crossed the German frontier.

The German Protos reached the French capital at 6.15 o'clock on Sunday, July 26th.

At 8 o'clock on July 30th, the Thomas flyer, victor in the round-the-world race from New York to Paris, arrived in Paris, sweeping through the crowded boulevards of the city, escorted by a great cavalcade of automobiles.

Crowds thronged the streets and cheered the Americans to the echo. "Vive le car Americain" was the cry for block after block. At Le Matin office an informal reception was held for Schuster and his men, and toasts were drunk to them and the car.

Schuster and the car remained in Paris for five days, driving car to Le Havre, and from there shipping direct to New York City.

The entry of the winning Thomas car into New York after its world-circling race against the machines of three nations was fittingly celebrated and honor once more done the men who piloted it over its strenuous course. It was a splendid finish to a splendid contest.

In the presence of an enthusiastic band of autoists the big racer that carried the American flag to the front for the first time in the history of international automobile contests was taken from the hold of the French liner Lorraine at 2 o'clock, and forty minutes later it began a triumphant procession through the city streets.

It was battered and worn from front to rear, but its inner mechanism was uninjured, as it soon showed. The skids that it bore on either side when it started out from Times Square on Lincoln's Birthday had disappeared. Its hood was dented and bent with stress of many a bump. For all its wear, it had a look of power, and George Schuster, the chief pilot in the long journey, told of making fifty miles an hour in the closing run into Paris. Parts of the body had been cut away as souvenirs, while the whole surface was covered by a countless number of autographs gathered in every part of the world which it circled. The blue body was

NEW YORK TO PARIS INTERNATIONAL RACE

so covered with mud that it looked gray from a distance, but the mud and grime exactly fitted it—told its story graphically.

In the New York to Paris race not only an American car, but also American tires scored an important triumph. Diamond quick detachable tires on the Thomas car gave excellent service.

The dirt-begrimed victor was welcomed by Acting Mayor McGowan, at the City Hall, who said: "I am very happy to have the honor to welcome back to New York the crew of the victorious Thomas car. I want to say here that I take what might be called a reminiscent pleasure in this little ceremony today. When the cars started last February from Times Square, I led the American car for a distance of fifty miles up the Hudson Valley.

"I do want to extend my congratulations to Mr. E. R. Thomas for his courage in entering a Thomas car in this unprecedented contest, the expenses of which were an entire enigma. And I want to thank him for the people of this city in having the pluck and the patriotism to enter a car in this international event, and thus give these boys an opportunity to place our flag at the forefront of world sport—an event which, I should add, has happened with pleasing frequency this year.

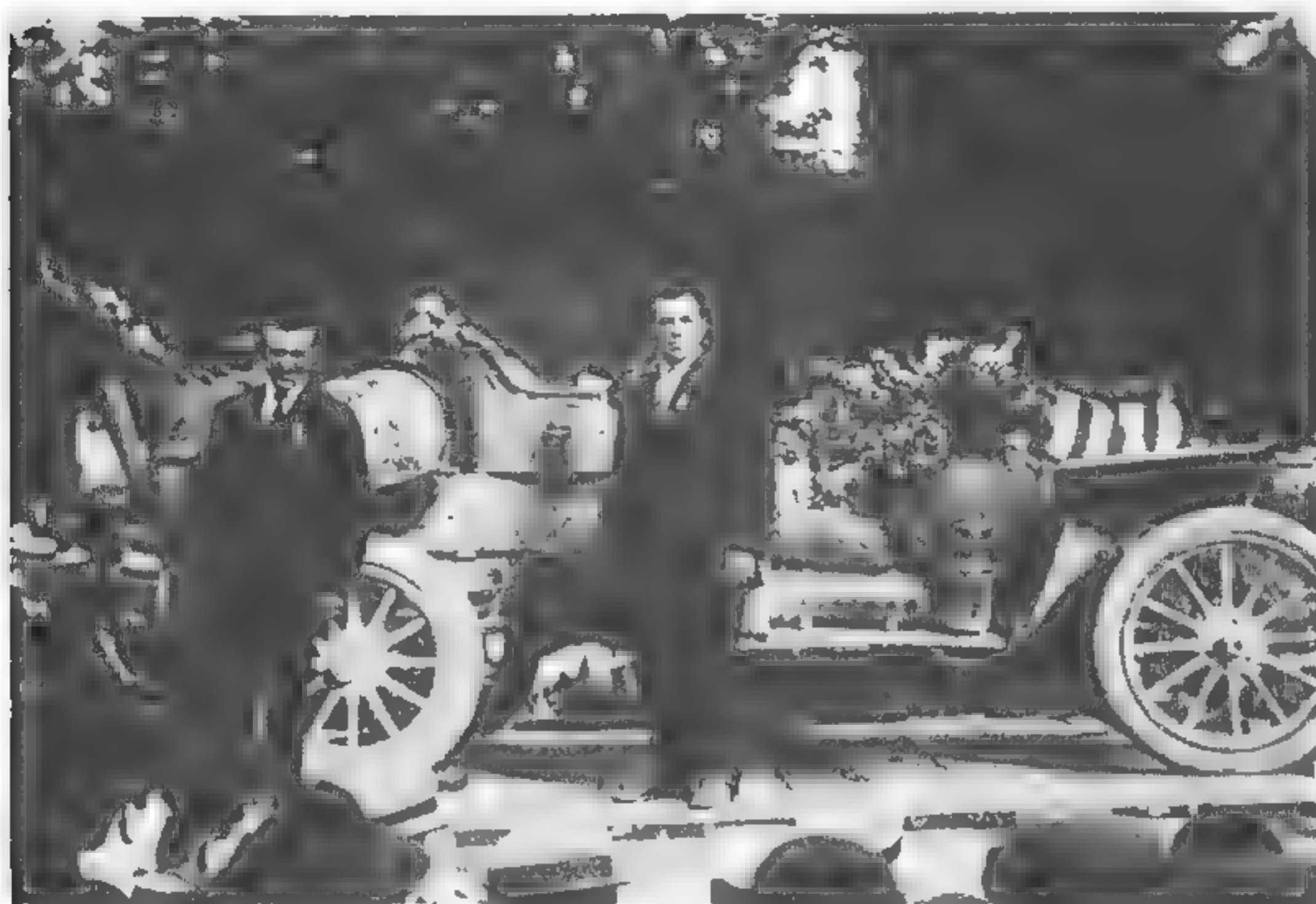
"Now that I have seen the crew I want to see the car."

As the Acting Mayor said this, Schuster straightened up with pride, and led the Acting Mayor out and insisted that he get into the driver's seat and "get the feel of it." So Mr. McGowan clambered in unsuspectingly, and a dozen photographers snapped the picture. Then with a few more words of congratulation and good wishes he stood on the steps and watched the procession once more on its way.

Out of City Hall Park and up Broadway the cars ran through a steady roar of cheers and congratulatory cries, while again and



Procession two miles long in Buffalo



Home again—Buffalo

again bouquets of flowers were thrown by women on the sidewalks to the men. So through Union Square and back to Broadway, and then past Madison Square and on up the thoroughfare the procession made its way. At these windings about the squares the best view of the escorting cars was presented. Each bearing American flags and yellow streamers with the inscription, "Thomas Wins—New York to Paris," they made a gallant sight indeed.

The celebration had a fitting climax in the return of the car to the Times Building, in front of which, on the brisk February morning six months before, it began its wonderful race.

On August 20th President Roosevelt received members of the team which piloted the American automobile successfully to victory in the New York to Paris automobile race. The President also had a look at the machine which won the race, and saw the American flag which was carried around the world in the victorious American car.

The team members who were presented to the President were George Schuster, George Miller, and Montague Roberts. They drove the round-the-world machine up Sagamore Hill in just the

NEW YORK TO PARIS INTERNATIONAL RACE

condition it finished the race, and spent some time with the President.

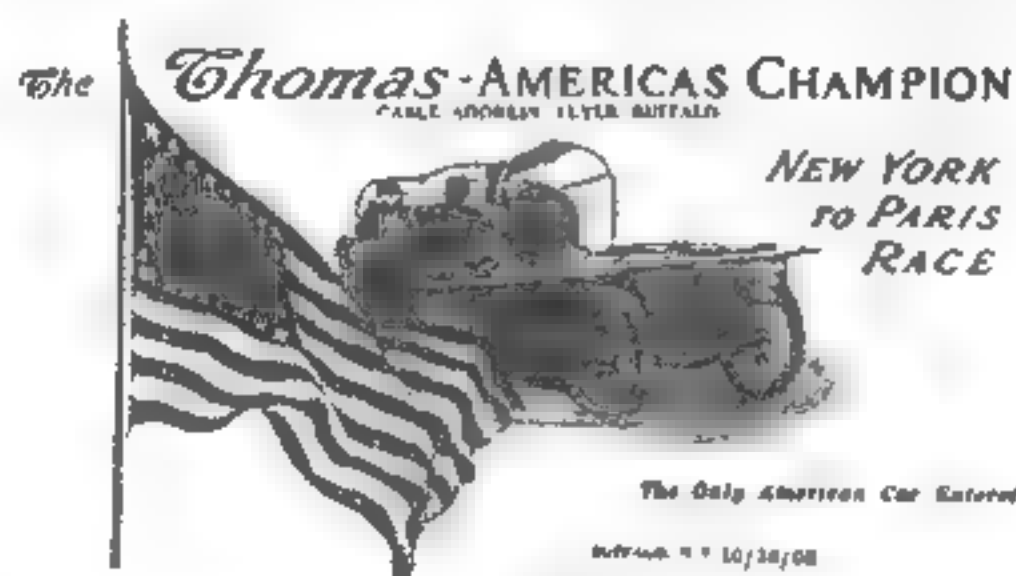
On leaving, the President congratulated the crew on their hardihood and success in circumscribing the globe and putting America to the front in automobile manufacturing, and the Thomas peer of all in the world.

It is doubtful if American motorists will ever learn the whole of the frightful conditions that the Thomas car met and successfully overcame. That of all the specially built foreign cars to start, one of them should actually finish, though shipping from Pocatello, Idaho, to Seattle, thus avoiding 1,100 miles of the worst American roads, and the other to finish one month and eighteen days after the Thomas reached Paris directly contradicts the expressed opinions of many automobile experts, who frankly declared the routes impassable to any self-propelled vehicle ever made. But that the Thomas, a simple stock car, should not only finish, but should be the only car to cover the official route, should win by twenty-six days, defeating all these specially built foreign champions, proves that America is years ahead in the building of service cars, and that America leads the world in automobile construction by the same wide margin that the Thomas Flyer led all comers of all nations in the great race around the world.



The Thomas Flyer—champion endurance car of the world

The McCord Lubricator



McCord & Co.
Chicago,
Ill.

The Thomas car entered for the
New York to Paris race was equipped
with the McCord Lubricator, which
gave excellent service on the entire
trip.

Some of the bearings in the
motor gave a part way of the whole and
when examined at the factory were
found to be in fine condition.

You are to be congratulated
upon the splendid performance of your
product.

Yours very truly,

George S. Schuster
Driver of Thomas Flyer.

For the benefit
of the few auto-
mobilists unfa-
miliar with that
*mark of a good
motor car*—the

McCord Lubricator

MCCORD & COMPANY
NEW YORK DETROIT CHICAGO

60,000 Prest-O-Lite Tanks

Now in Use

2600 Exchanging Stations

The Prest-O-Lite Company

BRANCHES AND CHARGING PLANTS

INDIANAPOLIS, 229-37 E. South St
NEW YORK CITY, 1904 Broadway
BOSTON, 607 Boylston St

PHILADELPHIA, Race and Carlisle Sts
SAN FRANCISCO, 520 Van Ness Ave
TORONTO, CANADA, 9 Noble St

21,000 Miles and No Lamp Troubles



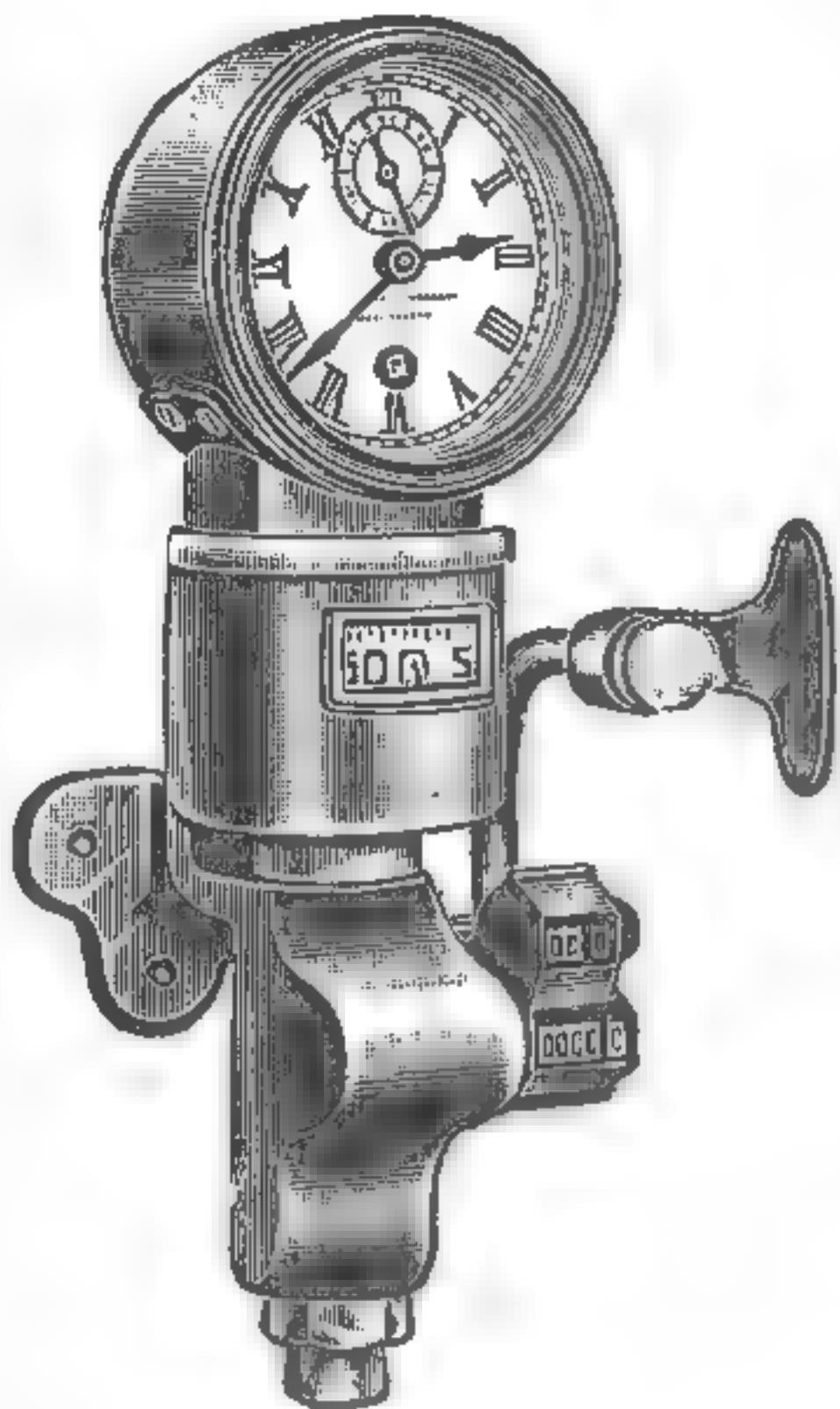
In Russia a Pigeon Broke the Glass

in one of our headlights—that's the only lamp trouble we had. The bird flew up against the glass and smashed it into a thousand pieces. This happened just outside of Nizhni Novgorod. From that point on we used one headlight. We had complete Solar equipment and found the lights not only invaluable where night travel was necessary, but when we were forced to camp for the night we had daylight at our command. I'll never forget Solar—nor will I forget this pigeon.

That's what George Schuster, driver of the victorious Thomas Car, has to say about Solar Lamps

Badger Brass Manufacturing Co.

617 Lyman Avenue, Kenosha, Wisconsin



The Warner Autometer

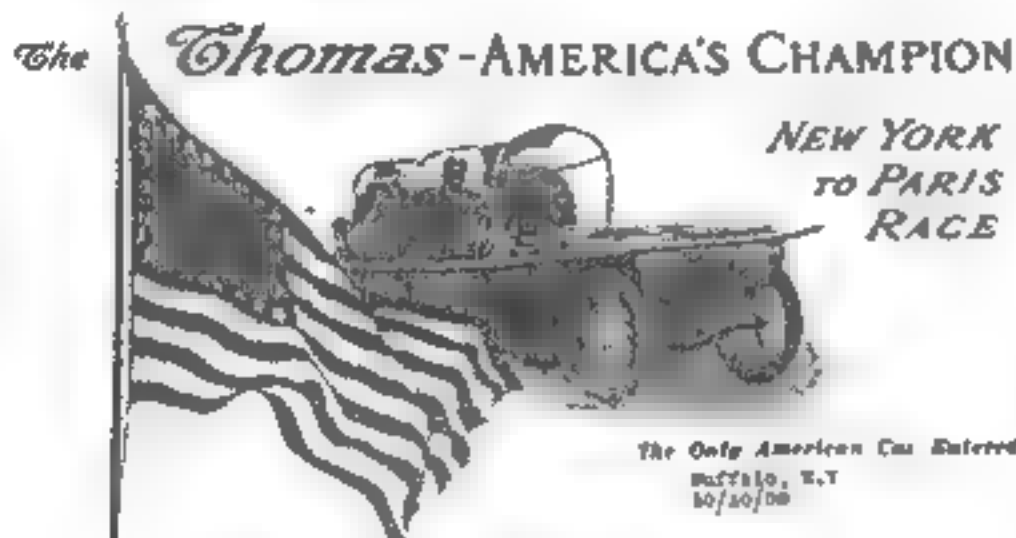
Is used everywhere when one wants to know exactly how far and how fast.

In the New York to Paris Race the Thomas Flyer, winner, and the only American contestant, was equipped with an AUTOMETER.

The drivers of the famous car give the AUTOMETER due credit for its *silent assistance*, which they say aided them materially in winning the race.

Warner Instrument Co.

Office and Main Factory:
279 Wheeler Avenue, Beloit, Wis.



Enough Evidence

Salisbury Wheel & Mfg. Co.,
Jamestown, N. Y.
Gentlemen -

The Thomas car driven by me, and winner of the New York to Paris Race, was equipped with Salisbury Wheels, not specially constructed, but the same wheels which you had been furnishing for all Thomas Flyers, and I think you will have to go a long way before you will find a test which will give your wheels as great punishment as was experienced in that long and difficult journey.

Roads of every description were encountered, and when you stop to think that the car traveled over thirteen thousand miles under its own power, through snow, mud and swamps, fording streams, climbing mountains and worst of all bumping over four hundred and fifty miles of cross ties in Siberia, you will see for yourself how they have been treated.

Notwithstanding this tremendous usage, I am pleased to say that there was no breakage of or trouble with the wheels whatsoever, and the wheels now upon the car are those which carried me safely to victory, and are in condition which would apparently permit them to do the trip over again. You are to be congratulated upon the performance of your product.

Yours very truly

George Schuster

Driver of the Thomas Flyer in
New York to Paris Race

Salisbury Wheel & Mfg. Co., Jamestown, N. Y.

The SUPREMACY of Standard Bearings

is shown by their work in the
Thomas Flyer, America's Winner
of the New York to Paris Race

AROUND THE WORLD WITHOUT DEFAULT or DEFECT
OF ANY KIND. THE MOST SEVERE TEST TO WHICH
AN AUTOMOBILE HAS EVER BEEN SUBJECTED

Result — More 1909 cars than ever will be
equipped with STANDARD BEARINGS

SEND FOR CATALOG

Standard Roller Bearing Company
PHILADELPHIA, PENNSYLVANIA

THE THOMAS FLYER
World's Champion Endurance Car

WAS EQUIPPED WITH A

Fedders
Radiator

WE MAKE THEM ALL AS GOOD

FEDDERS MFG. WORKS
BUFFALO, N. Y.

Truffault - Hartford Shock Absorber

wins in the greatest of all races and stands the hardest of all tests. Read what George Schuster says:



Hartford Suspension Company,
Jersey City, N. J.

Gentlemen:--

With the "Thomas Champion," winner of the New York to Paris Race, as mechanic from the starting point to San Francisco, and as driver for the balance of the journey, I consider it a duty to advise and at the same time congratulate you on the wonderful performance of the Truffault-Hartford Shock Absorbers with which the car--a stock model--was regularly equipped.

It goes without saying that in this race, undoubtedly the most difficult endurance contest ever undertaken, we encountered the roughest roads to be found anywhere; besides, we found it necessary to travel for hundreds of miles on railroad tracks. For the most part these tracks were poorly ballasted, and in Siberia the railroad ties were set so far apart they allowed all four wheels of the car to go down with a thud and then up again with a jerk when the power was applied. This made it necessary to maintain a high speed to keep the wheels of the car from getting wedged in between the ties. With the racking of the machinery and parts and the excessive strain coincident with such exceptional conditions, it was in these sections of the journey that we most fully appreciated the value of your Shock Absorbers; and that they materially assisted us to win the race is without question, and I feel that I cannot praise them too highly.

We had absolutely no spring trouble during the entire trip and the Shock Absorbers are in practically the same condition as when they started, and the only attention they required was an occasional adjustment. With my sincere wishes for your continued success, I am, yours very truly,

George Schuster

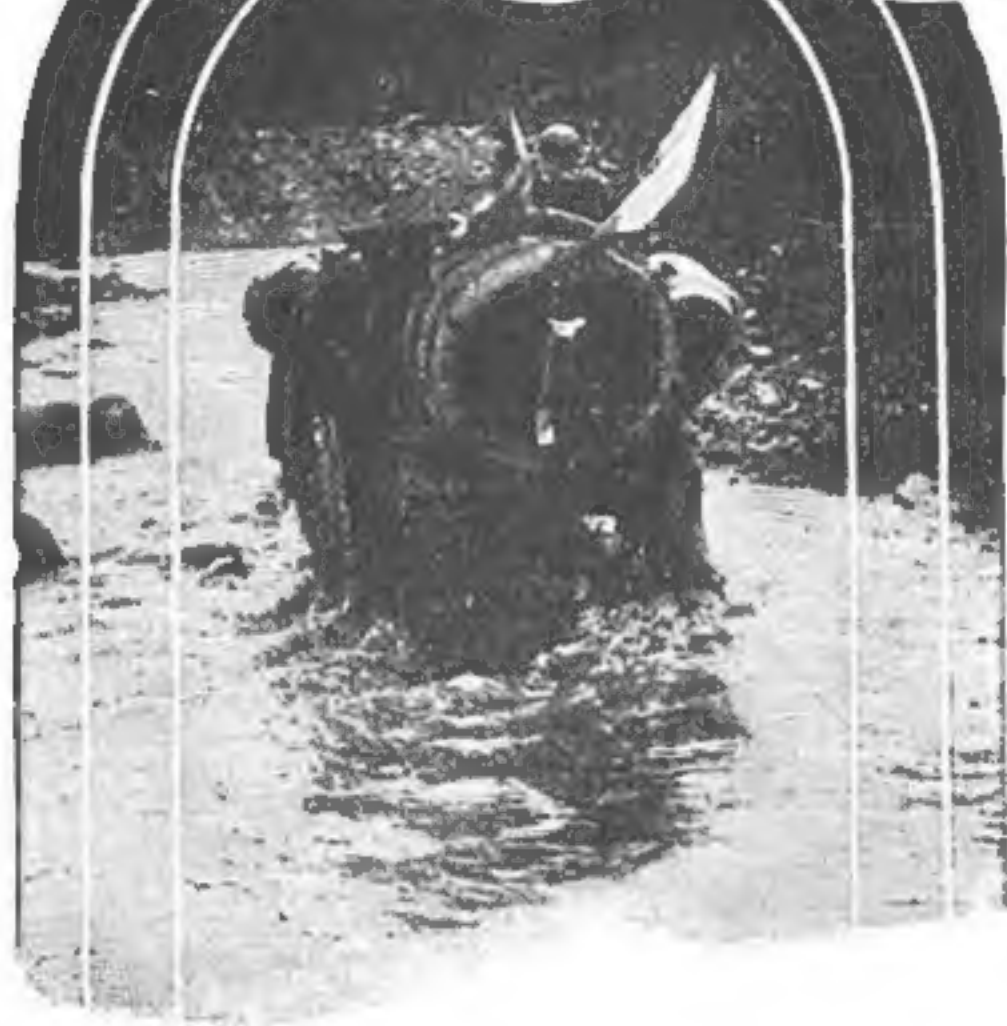
Such expert opinion, coupled with the fact that this remarkable showing was made by a regular stock set of Shock Absorbers, and considering that twenty of the leading automobile manufacturers now use the Truffault-Hartford Shock Absorbers as part of the regular equipment of their cars, should convince you of your need for the Truffault-Hartford.

For "Ruff Roads"—for Tire Economy—for Road Ability—for Low Cost of Upkeep—for Comfortable Motoring they are indispensable.

CAN YOU AFFORD TO BE WITHOUT THEM?

Hartford Suspension Co., 134 Bay St., Jersey City, N. J.

BOSCH



New York, August 20, 1908.

BOSCH MAGNETO Co.,
New York City.

Gentlemen :—

The performance of the Bosch Magneto was just as remarkable as the performance of our Thomas car. At times when it was necessary to ford streams and water was thrown over the top of the bonnet of our car, I was sure we would have magneto difficulties. On the contrary, we had no trouble during the entire trip. Perfect ignition all the way from New York to Paris. The Bosch Magneto is perfect. Your truly,

GEORGE SCHUSTER.

“No Ignition Trouble Whatever”

Says George Schuster, driver of the winning Thomas Flyer in the NEW YORK TO PARIS RACE.

BOSCH MAGNETO CO.

160 West 56th St., New York

CHICAGO BRANCH: 1253 Michigan Avenue

*"New York to Paris Race Impossible
Without Weed Chains"*



Weed Chain Tire Grip Co.,
28 Moore St., New York.

Gentlemen:-

The New York to Paris Race would have been impossible without Weed Chains. The road conditions in the New York to Paris Race made travel an impossible task without the use of Weed Chains on our tires. We struck snow, ice, mud, slush--everything. In some places we would not have made two miles a month without chains. In fact, I do not believe our winning Thomas, or any other car, would ever have seen Paris if it had not been for your equipment. Outside of preventing lost traction, they saved us time and again from accident--and possible destruction.

George Schuster

Weed Chain Tire Grip Company
28 Moore Street, New York

This document has been created from an unauthorized, low-quality 1951 reproduction in poor condition. This document has been configured to emulate the original.

In December 1948, Charles A. Finnegan of Elma NY USA passed away, and he owned rights to Thomas documentation. Mr. Finnegan stored the Thomas Race car in his Elma barn for many years. The Thomas Flyer which won this race may be the most significant race car in existence today. It showed the world that the automobile was a reliable form of transportation.

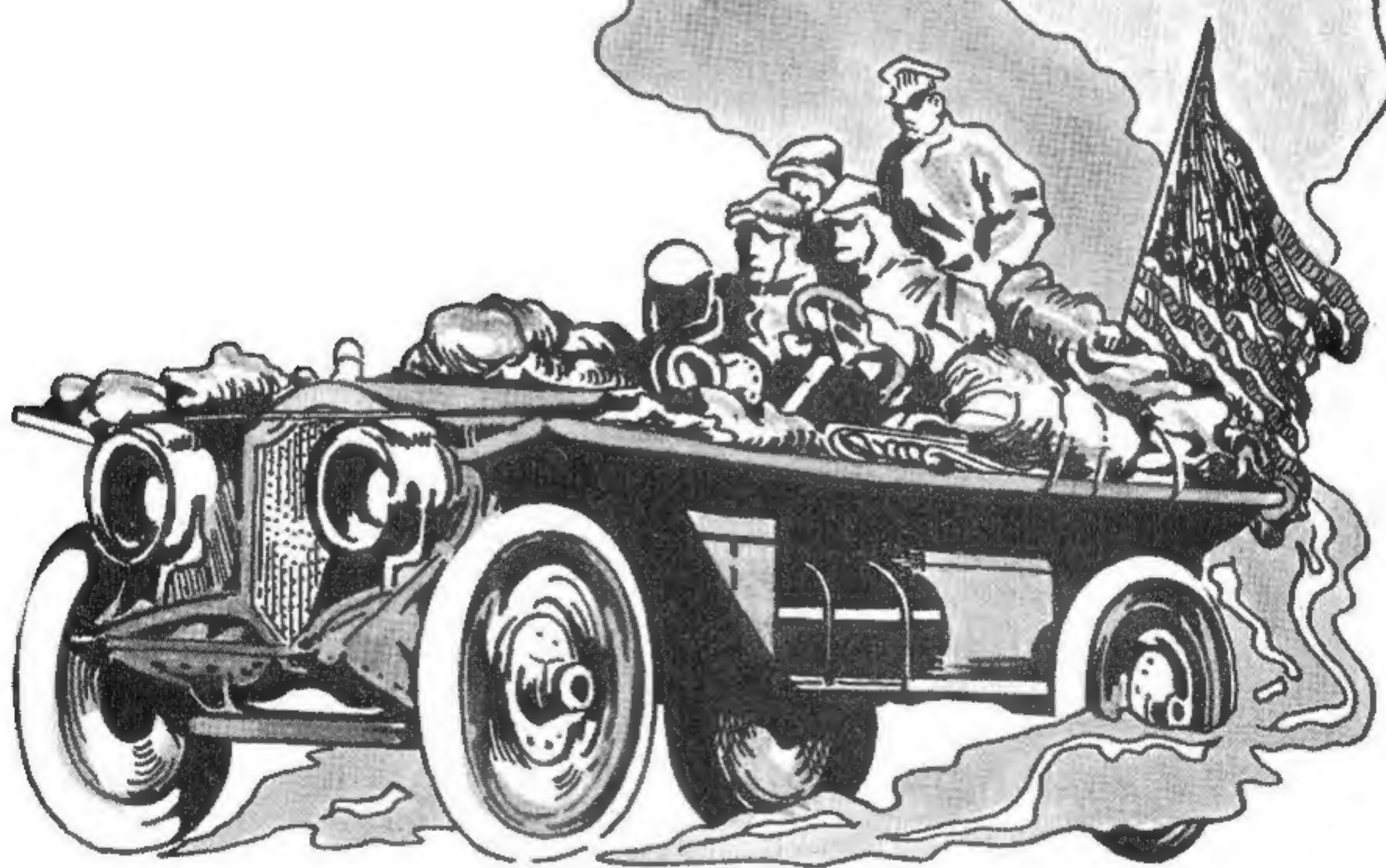
The low quality of the original copy used to create this document is the cause for the low quality of the photographs herein. Much better photos are contained in the 1992 book published by Jeff Mahl, great-grandson of George Schuster, the hero of this story. New and used copies of Mr. Mahl's book can be purchased for a reasonable price.

Posted on December 8, 2020 by
Brian D. Szafranski, Elma NY USA

Please do not reprint for profit.



New York Parts 1908



The Thomas Flyer --
Champion Endurance Car
of the World